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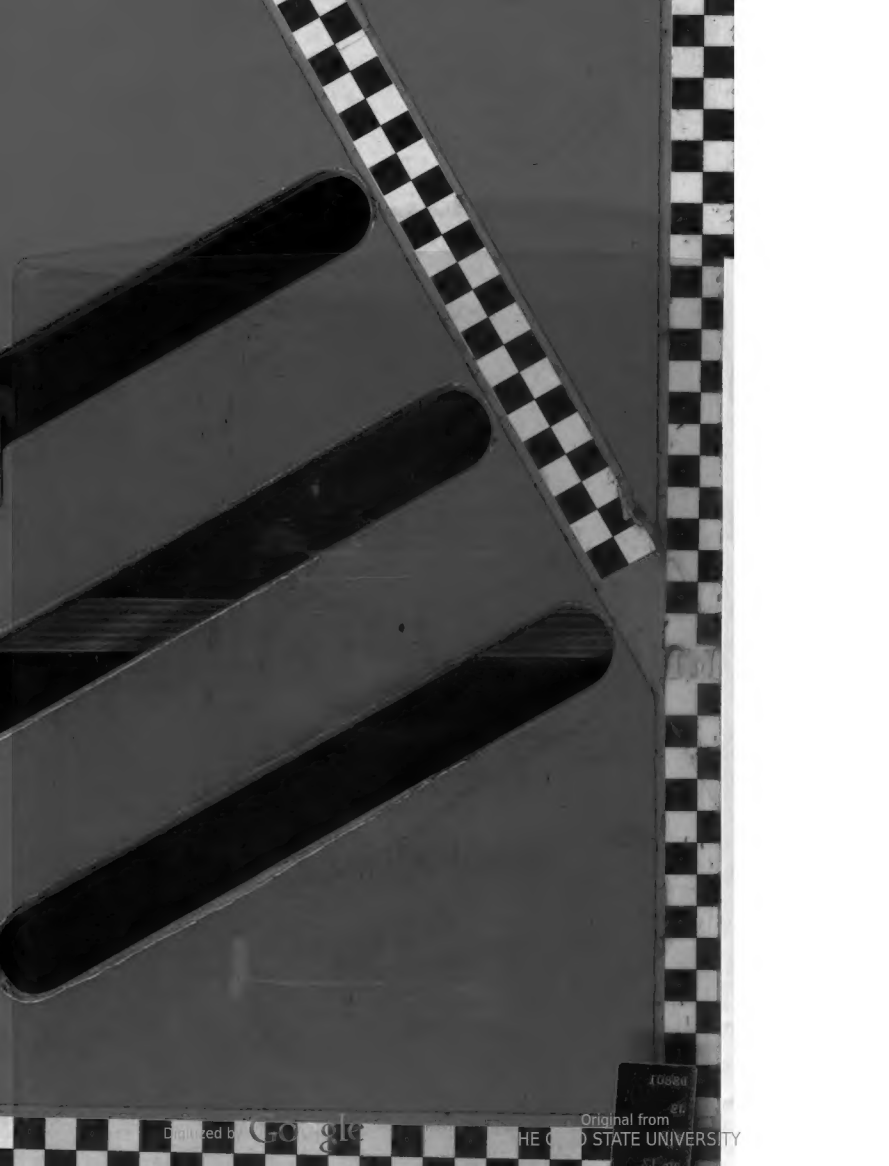
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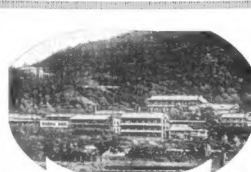
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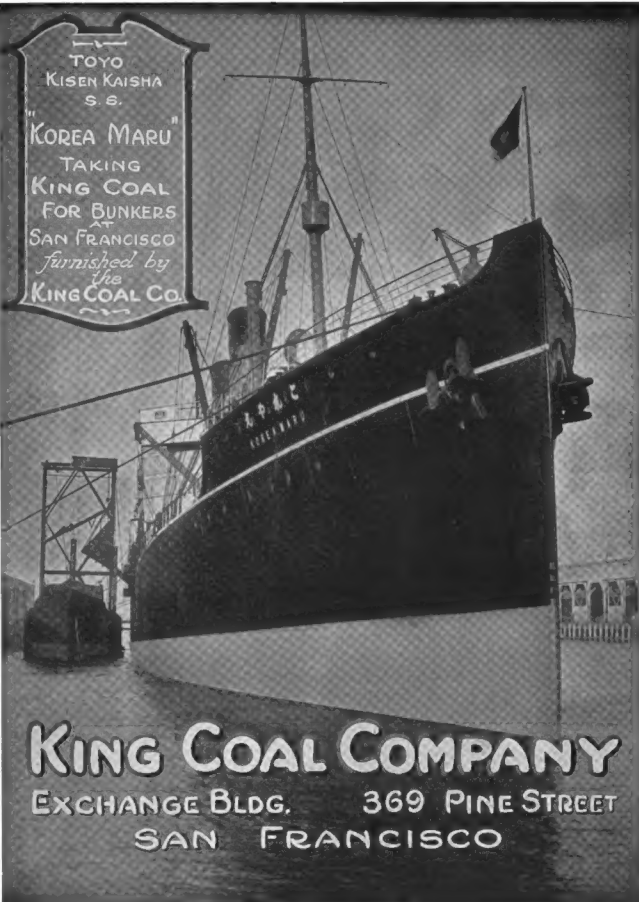
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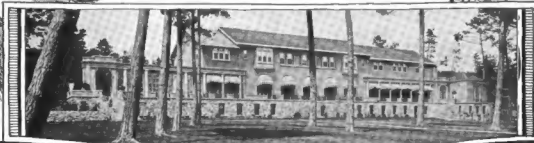
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Below: The Lodge at Pebble Beach facing the Sea





*Too poor to make an elaborate gift, such as other lords were making to the Emperor, one of the daimyos planted a row of cryptomeria trees along the road by which his overlord entered Nikko. The gifts of the others have long since been forgotten, but this stately row of evergreen giants that flanks the long avenue that leads to Nikko stands a living memorial to his fealty. The cryptomeria of this entrance and about the temples are rated as among the greatest attractions of this beautiful place.*





## TALES OF OLD JAPAN

### THE FORTY-SEVEN RONIN

As illustrated by Japanese color-print artists

By DORA AMSDEN

**W**HAT are they?" is a question often asked by those looking for the first time at a collection of Japanese prints," said the late Professor William Ames. "To say they are chromozylographs, is to give an answer strictly accurate. But as this is more concise than simple, it may be well to say in non-technical, popular language that they are prints in colors from engraved wooden blocks, as many blocks and impressions ordinarily being required as there are colors."

The history of Ukiyo-ye—the school of the Japanese colorprint artists—is not confined to printing but includes the aesthetic history of a peculiar kind of design. This popular art is bound up with the story of the life of the common people of Japan for the space of time almost contemporaneous with that of the military rule of the Shoguns of the Tokugawa family, a period of over two hundred and fifty years.

In a sense Japanese prints may be considered as documents, for not only are they examples of a fascinating branch of art, but valuable as a compendium of the manners and customs, the fads, follies and fashions of the bourgeois and common people of Japan. The late Professor Fenellosa—the oracle of Ukiyo-ye—could determine by a glance at the coiffure of a lady of rank, or the gay pins and coils in the head dress of a geisha or professional beauty, the approximate date of an impression.

Printed books illustrated with woodcuts of noted views, brought the island into closer intercommunication and promoted the desire to travel, and it can be truly said that *nishiki-ye* (prints) sown broadcast, were the seeds, which fructifying in the heart of the nation, opened into fair flowers of progress, wreathing the chain of art which linked Japan with other nations.

Although the originator of Ukiyo-ye, poetically interpreted (*Pictures of the Floating World*), Iwasa Matahei lived in the latter part of the sixteenth century, it was Hishikawa Moronobu who is considered to be the real founder of the school. He it was, who conceived the idea of using the form of printed book illustration just coming into vogue as a channel to set forth the life of the people.

Moronobu illustrated what is termed the Carnival of Genroku, the year period from 1688 to 1703.

Yedo (Tokyo) was now the new Paris, crowded for six months in the year with the retinue of the nobility who attended the Shogun's court; each daimyo with his following of samurai and dependents of lesser degree. Koyoto, the ancient capital, was deserted, save for the cloistered Mikado and his entourage, the old nobility.

The Ming dynasty had fallen and the academic shackles of China were shaken off; ethereal trees and dream pagodas vanished and the classic schools bowed to the new art. The votaries of pleasure delighted in the "Floating World"—(Ukiyo-ye) and scorned the calm serenity of Confucian philosophers, wrapt on literary heights.

It was a gay tango time that Moronobu illustrated with the aid of his pupils, for the nonce, the streets of Yedo were filled with gay revellers, "like a world of college boys out on a lark." Into the vulgar theaters swagged the samurai, forgetting their high estate, flirting with the fascinating girls of Yedo while their wives languished at home.

Then a sterner Shogun ruled, who stopped this sky-larking. The laws of *Iyeyasu*—the Napoleon of Japan and first of the Tokugawa family—must be enforced. The samurai must keep to their *yashiki*, eschew the vulgar



Painting. By Hishigawa Moronobu, founder of the Popular School (Ukiyo-ye). He illustrated the Year Period, 1688-1703, which, from a general laxity of discipline, was termed "The Carnival of Genroku." "A World of College Boys Out on a Lark."

theatre and content themselves with the "No" dramas: buy no more tempting broadsheets and not go skylarking at night. So prints were ostracized and to this day are disdained by the aristocracy as a cheap art with low subjects unsuitable for noblemen.

Still the artists, engravers and printers worked in collaboration, running off the broadsheets splashed with colors, by hand, till gradually they evolved the multiple color blocks and in 1765 polychrome printing was brought to perfection, through the genius of Suzuki Harunobu, whose prints are now coveted in vain or obtained for fabulous prices at auctions or from private collections.

Harunobu and his followers chose subjects as refined as those of the painters, but the rival school of Torii—the printers' branch of Ukiyo-ye, catered entirely to the theatre. In collaboration with the play writers, the artists designed prints to illustrate the play of the month or to popularize some noted actor, whose portrait was sought just like those of our "movie" stars.

Posters, these prints were, dashed off with extraordinary rapidity yet with strength and certainty of stroke. The portrait of Danjuro, one of the great dynasty of actors who to this day adopt the name, sold for 5 cash—the fraction of a cent—in the streets of Yedo—is a museum treasure which connoisseurs and dealers would vie in bidding for today at auction rooms in London, Paris or New York.

"No" dances, the "product of Sung illumination," were an esoteric art, with strictly classic motives, witnessed by tiny audiences of the elite; but the popular dramas frequently originated in the atelier of the artists of Ukiyo-ye.

And these popular plays intrigued the young bloods who surreptitiously viewed them; stealing from the tedious ceremonies of the most exacting court. Throwing aside their cumbersome garments, with hearts as light as their consciences, ignoring the stern censor of morals, they seated themselves on the mats of the theatre.

Would not the mighty art of the Danjuro of the day, in some moving story of loyalty or revolt against usurpation, rouse in the samurai's brain some sense of fealty

to that imperial sovereign, languishing in seclusion, or gazed at as a puppet by a few privileged subjects? The wily Shoguns feared the awakening of the people to the fact of the tyranny of military rule, and the desire for the revindication of the imperial power. Therefore such plays were prohibited or camouflaged to disguise historical truth, yet in spite of this vigilance the fires of patriotism were fanned upon the stage and the wind of revolution stirred in the fluttering leaves of Ukiyo-ye.

Chief of these historical plays was the "History of the Forty-seven Ronin," an actual drama of vendetta of the seventeenth century. No longer under ban it is still re-enacted on the stage and remains one of the most popular plays of the day while the actor designers delighted in it as a subject for illustration. Even Hokusai, who looked down upon theatrical subjects, published a series of prints illustrating the famous feudal story, but this was because his great-grandfather lost his life in the midnight attack, so that the tale formed part of his family history.

Visitors to Japan are still shown the graves of these heroes and Lord Redesdale (A. B. Mitford) who wrote the beautiful "Tales of Old Japan," thus describes their burial place:

"In the midst of a nest of venerable trees in Takanawa, a suburb of Yedo, is hidden Sengakuji, or the Spring-hill Temple, renowned throughout the length and breadth of the land for its cemetery, which contains the graves of the Forty-seven Ronin, famous in Japanese history, and heroes of Japanese drama.

"On the left-hand side of the main court of the temple is a chapel, in which, surmounted by a gilt figure of Kwannon, the goddess of mercy, are enshrined the images of the forty-seven men, and of the master, whom they loved so well. \* \* \* Some are venerable men, with thin, gray hair (one is seventy-seven years old); others are mere boys of sixteen.

"Close by the chapel is a little well of pure water, fenced in and adorned with a tiny fernery, over which is an inscription, setting forth that 'This is the well in which the head was washed; you must not wash your hands or feet here.' Almost touching the rail of the graveyard is



a more imposing monument under which lies buried the lord, whose death his followers piously revenged.

"The loyalty and self-sacrifice of these heroic men ranked them almost as demigods in the eyes of their countrymen and during the entire year the people place sprigs of evergreen in bamboo receptacles beside their graves."

The story adapted from Lord Redesdale's authentic version is as follows:

• • • • •

"The cause of the quarrel, which led to the vendetta, was the avarice of a Yedo court official, so absolute a prototype of Pooh Bah that it seems certain that Gilbert had carefully studied the story before creating 'The Mikado.'

"This official, named *Kira Kotsuke no Suke*, was selected to instruct in court etiquette, two daimyo from the provinces, who were deputed by the Shogun to receive and entertain the Mikado's ambassador from Kyoto. Such ceremonials were extremely elaborate, demanding meticulous care, lest the slightest infringement in form or

trouble and pains he had taken to instruct his lord in court etiquette.

"*Kotsuke no Suke*, in miserly glee, received the gift, and next morning made up for his former rudeness by fulsome flattery and obsequious attention to *Kamei Sama*. The other daimyo, *Asano Takumi no Kami*, whose chief councillor, *Oishi Kuranosuke*, happened to be away on a journey, had nobody in his service with foresight, to placate the Gilbertian official; and the latter, 'not being sufficiently insulted,' heaped impertinence and ridicule upon *Takumi no Kami*, capping his insolence by stretching out his foot for the great lord to untie his shoe. Inwardly boiling with rage, *Takumi no Kami* stooped his head and fumbled with the strings.

"'Boor of the provinces,' cried the insufferable *Kotsuke*, 'you know nothing of the manners of Yedo and cannot even tie up a shoestring properly.'

"'Stop! my lord,' shouted *Takumi no Kami*.

"'Well, what is it?' sneered *Kotsuke no Suke*, turning aside, and rustling his garments of stiff brocade upon the matted floor, like an infuriated turkey cock.



*Kira Kotsuke no Suke, the insolent Official, receiving the two Provincial Noblemen with premeditated rudeness at the entrance to the Palace. From a print by Hiroshige.*

precedent mar the occasion. Therefore the arrogant *Kotsuke no Suke* strutted and swaggered, airing his proficiency in such nice matters before the provincial noblemen.

"*Kamei Sama*, one of these daimyo, became so infuriated at last that he determined to slay the obnoxious official, regardless of consequences.

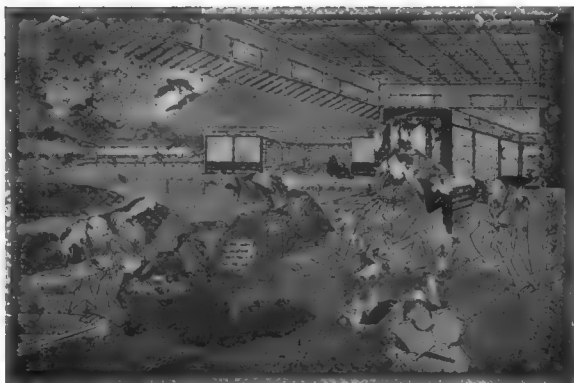
"'My mind is made up,' he declared. 'I will listen to no remonstrance.'

"This threat so terrified his councillors that one of them, a man of wisdom and resource, secretly sent a munificent sum of money to *Kotsuke no Suke*, begging him to accept this 'shabby present'— which was no less than 1000 ounces of silver—in consideration for the

"'This!' cried *Takumi no Kami*, in a terrible voice, drawing his dirk. He aimed a blow at *Kotsuke no Suke's* head. His stiff court hat saved the official and he fled from the spot, but *Takumi no Kami* was arrested and to divert the disgrace of being beheaded performed *sappuku*, (*hara kiri*), his goods were confiscated and his retainers became *Ronin* (literally 'Wave Men,') cast adrift to follow their fortunes at will."

• • • • •

The sequel of the story is the vendetta, sworn to and carried out by these forty-seven faithful vassals. *Oishi Kuranosuke*, the chief of the *Ronin*, obsessed by remorse and grief, believing that his absence from his master's

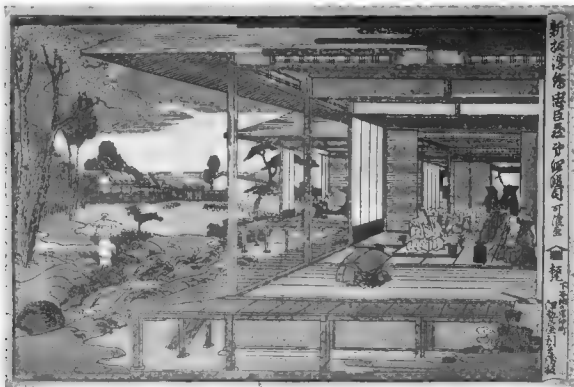


*Kira Kotsuke no Suke fleeing from the Lord, Asano Takumi no Kami, who had aimed a blow at his head. His court cap saved the insolent Official, and an officer, Yasubei, held back the infuriated Nobleman, giving Kotsuke no Suke time to make good his escape. By Utagawa Toyokuni.*

side had occasioned the disaster, planned the scheme of revenge. To put *Kotsuke no Suke* off his guard, the band dispersed, though many of them under the disguise of workmen took service in his *yashiki*, in order to become familiar with the interior of the fortification. Meanwhile, further to mislead the enemy, *Kuranosuke* plunged into

a wild life of dissipation, grieving his friends in whom he had not confided, and breaking his wife's heart by his loose conduct.

"I am sick of the sight of an old woman like you about the house," he said, "get you gone, the sooner the better," and he sent her away with the two younger children,



*Asano Takumi no Kami, condemned to death for committing an outrage within the precincts of the Palace, performing *Reppuku* in presence of his Retainers, who thus became Ronin. By Hokusai.*



but *Chikara*, the eldest son, remained with his father and when the time came was appointed to lead the band who attacked the postern of the house.

The conduct of *Kuranosuke* completely deceived *Kotsuke no Suke*, who gradually relaxed his vigilance as rumor came to him of the profligate conduct of the chief retainer.

Even a man from Satsuma, seeing him lie drunk in the open street, cried: "Was not he councillor to the great lord, *Takumi no Kami*?" and he dared to kick his body, muttering: "Faithless beast, thou givest thyself to women and wine, thou art unworthy the name of samurai."

But *Kuranosuke* endured the contumely, biding his time, and at last, in the winter of the following year, when the ground was white with snow, the carefully planned assault was successfully attempted. After a gory combat the castle was taken, but three retainers of the

white silk sleeping robe. Two armed men sprang forward but were cut down, and the other Ronin, hearing the shrill whistle agreed upon as a signal that the enemy was found, came running, while *Kuranosuke*, holding a lantern, scanned the old man's features and saw it was indeed their enemy *Kotsuke no Suke*, still bearing on his forehead the scar where their master, *Takumi no Kami*, had wounded him in the fray.

Then *Kuranosuke* on his knees besought *Kotsuke* to commit *hara kiri*:

"I shall have the honor," he said, "to act as your lordship's second, and when, with all humility, I shall have received your lordship's head, it is my intention to lay it as an offering upon the grave of my master."

But *Kotsuke* crouched, speechless and trembling, craven coward that he was. And at last, *Kuranosuke*, seeing it was in vain to urge him to die the death of a nobleman, cut off his head with the same dirk with which *Takumi*



The Yose. Outside the walled Palace of Asano *Takumi no Kami*, the chief Ronin *Kuranosuke*, holding the dirk with which his Lord struck *Kotsuke no Suke*, is laying his plans for vengeance. From a well known print by *Keisai Yotcen*.

enemy made a brave stand before the sleeping room of their lord. Then *Kuranosuke*—seated on the campstool, from which he had given his orders, shouted to *Chikara*: "Here, boy, engage these men and if they are too strong for you, die." Spurred by his father's words, *Chikara* gave battle furiously, till missing his footing he fell into a pond, but slashed at his antagonist's leg causing him to fall, whereupon *Chikara* dispatched him while the two remaining men were killed by the other Ronin so that not a fighting man was left of *Kotsuke no Suke's* retainers.

Now, to the despair of the forty-seven conspirators, not a trace of *Kotsuke no Suke* could be found. In grief and rage at the grievous failure, the braves were about to commit *hara kiri*, when *Kuranosuke* made the discovery that the coverlet upon the great lord's bed was still warm, and frantically renewed the search. Tearing down a *kakemono* they came upon an outhouse, where huddled in a corner behind some sacks of charcoal was a man in a

*no Kami* had killed himself. And so the vendetta was accomplished.

The day broke and the forty-seven men, terrible and blood-stained—as the trodden snow beneath their feet—bearing the head of their enemy, marched to Sengakuji. The people flocked to see them on their way, praising their valor and fidelity. Even the great Prince of Sendai sent his councillor to bid the weary Ronin partake of food at his *yashiki*. So they were fed with gruel and wine, and later, in solemn procession approached the temple of Sengakuji, where they were met by the abbot of the monastery, who led them to their master's tomb. There, after washing in water, they laid the head.

Finally, the comrades were sentenced to death, but permitted to die honorably by their own hands; and as from the beginning they made up their minds to this end they must come, they met death nobly.

There were forty-seven Ronin. Why, then, do forty-eight tombstones stand beneath the cedars of Senga-



With deep cunning and remarkable foresight, in connection with his plan to avenge his master's death, Oishi Kuranosuke abandoned his former dignified way of living and plunged headlong into a life of wild dissipation. So completely did he mask his intention that many of those who knew him turned against him for thus lowering himself in their eyes. The plan was entirely successful and threw his enemy, against whom the plot was being laid, completely off his guard. In the engraving, to the left, Kuranosuke is shown feasting at a house of pleasure. By Utapuca Toyokuni.

After months of weary planning and watchful scaling until Kotosuke no Suke, deceived by the conduct of Kuranosuke and the fact that his retainers had scattered abroad, the time came when all was ready for the attack. Many of the vengeful Ronin had taken service in the household of Kotosuke no Suke, in order to familiarize themselves with the customs of the castle. When the time came, by prearranged signal, all gathered outside the castle walls, and so vigorous an assault was made that the castle soon was taken.

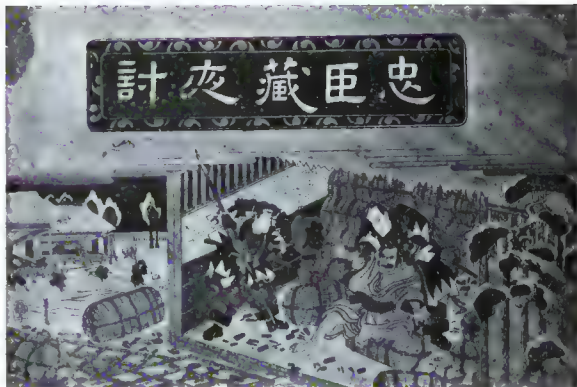
kuji! Truly the answer has caused tears to fall from the eyes of many a visiting pilgrim, for the forty-eighth tomb holds the body of the Satsuma man, who in agony of remorse ended his life, and was buried beside the hero, whose body he had spurned in the street at Kyoto.

Upon the tomb of the master, besides the head of his enemy, the Ronin laid a document stating the reason of their deed which is preserved, with many other relics in a fireproof storehouse with a silver key, which once admitted Lord Redesdale to a private inspection:

"In a back apartment of the spacious temple, overlooking a miniature garden cunningly adorned with rookeries in which the Japanese delight—one by one carefully labeled



Although Oishi Kuranosuke planned that his enemy should die, he did not forget that he was of the samurai and as such gave him opportunity of dying as a nobleman should, urging him to commit suicide, as was customary with those of his class. The craven Kotosuke-no-Suke refused to do this, so he killed him with the same dirk with which his master, the brave Asano-Takumi-no-Kami, had committed seppuku. In the engraving to the left this tragic scene is depicted by Kicaii Yetsen.



The Ronin overcame the vassals of the castle after a bloody fight and rushed in to find the lord on whom their vengeance was centered. As shown in the engraving, a brave stand was made by three of his retainers before the bed chamber in which he was supposed to be. Appalled at the noise of combat, the coward fled. He was found after a careful search and offered an opportunity of a noble's death. Refusing this, he was killed, as shown in the engraving above. The panel to the left is from a print by Utagawa Tokokuni.



and indexed, the boxes were brought out and opened by the chief priest. A strange medley of broken armor, scraps of metal and wood, helmets, flutes, a writing box, crests and badges, spear-heads and dirks red with rust—but—" said Lord Rededale, "with certain patches more deeply stained as if the fatal clots of blood were never to be blotted out. Also a number of documents: the plan of Kotosuke no Suke's house, and the receipt given by the retainers of his son, in return for the head of their lord's father, which the priest restored to the family. Lastly the paper explanatory of their conduct, which they laid upon the tomb. It was thus translated:

"In the fifteenth year of Genroku, the twelfth month,

and fifteenth day. We have come this day to do homage here, forty-seven in all from *Oishi Kuranosuke* down to the foot soldier, *Terasaka Kichiyemon*, all cheerfully about to lay down our lives on your behalf. We reverently announce this to the honored spirit of our dead master. On the fourteenth day of the third month of last year our honored master was pleased to attack *Kira Kotsuke no Suke*, for what reason we know not. Although we fear that after the decree issued by the Government, this plot of ours will be displeasing to our master, still we who have eaten your food could not without blushing, repeat the verse, "Thou shalt not live under the same heaven nor tread the same earth with the enemy of thy father or lord," nor could we have dared to leave hell and present ourselves before you in paradise, unless we had carried out the vengeance which you began. Having taken counsel together last night, we have escorted my lord, *Kotsuke*

the story, substituting for the Ronin, the forms of women, a favorite conceit of the artists of beauty.

All of them show the Ronin in terrific conflict with *Kotsuke no Suke's* retainers. Cruel and bloodthirsty are the blades of their relentless katanas, which once unsheathed must be slaked in human blood, and their garments, slashed into stiletto-like points of inky blackness, forming a *cheveux de frise* round their fierce faces, seem scintillant with the spirit of vendetta.

The story of the Forty-seven Ronin may be called an epitome of the ethics of Old Japan. In it is exemplified the feudal devotion of the Japanese; their distorted vision of duty and fealty to a superior, justifying the most lawless acts. Thus the hero *Kuranosuke's* conduct during his year of reckless abandonment, was considered meritorious and a proof of devotion. The end justified the means.

Hideous and complete was the revengeful drama; yet



Chikara, son of the Chief Ronin, *Oishi Kuranosuke*, preparing to leave home in order to join his father in his mission of revenge. His mother is seen hiding her face in order to conceal her tears as he steps out of the house. From a print by *Utagawa Toyokuni*.

no *Suke*, hither, to your tomb. This dirk, by which our honored lord set great store last year, and entrusted to our care, we now bring back. If your noble spirit be now present before this tomb, we pray you as a sign to take this dirk, and striking the head of your enemy with it a second time to dispel your hatred forever. This is the respectful statement of forty-seven men."

Many of the Ukiyo-e artists illustrated the popular story, varying the main theme to fit the dramatic representations.

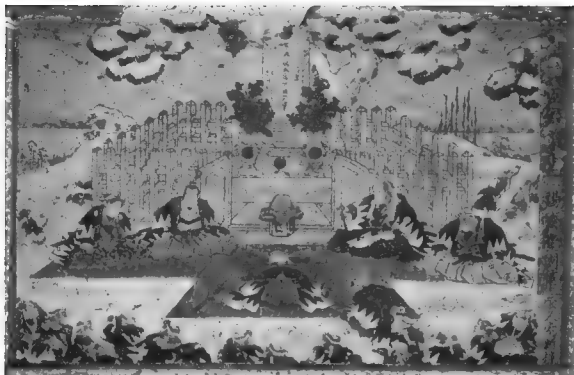
In examining the sets, it is hard to give preference to any special artist: to choose between the *Utamaro*-like violets and greens of *Yeisen*; the rich dark tints and fine backgrounds of *Kunisada*; the delicately massed detail of *Toyokuni*, unlike the usual boldness of his style, and the varied sword-play of the versatile *Hiroshige*, set in a frosted, snowy landscape. *Hokusai's* series is signed, *Kako*, and the sweeping lines and contours of the female figures show *Kiyonaga* influence. *Utamaro* also illustrated

through the carnage gleamed the light of mercy. First, the Ronin carefully warned the neighborhood that the vendetta was a clan affair, that nobody outside the enemy's precincts would be molested.

Again, all precautions were to be taken to avoid a conflagration, lest the innocent suffer; and last, the chief of the Ronin commanded his followers to avoid injury to the aged and infirm, the women and children inside the enemy's gates. The vendetta was not an outbreak of savagery but the sworn and solemn duty of the retainers who were carrying out the precept: "Thou shalt not live under the same heaven nor tread the same earth with the enemy of thy father or lord."

Death to themselves was to be the final act, predestined from the incipience as in Greek tragedy. For these, the quality of mercy could not fall as the gentle rain from heaven—the cup of death, each noble samurai must drain. The *seppuku* they craved, otherwise death by the common executioner.

There are many sidelights that reflect beauty on the



The Forty-seven at Sengakuji. The head of Kotsuke no Suke covered with a cloth is laid as an offering before the tomb of their master, Tokumoto no Kami. On the right is the Chief Ronin, Kuranosuke, and next to him the veteran Retainer. Prostrate before the tomb is the comrade who discovered Totsuke no Suke and is therefore given the place of honor. By Utagawa Toyokuni.

drama. How pitiful is the sacrifice of the youth *Chikara*: *Chikara*, a mere child of sixteen, bids farewell to his mother to follow his father in his mission of revenge. In parting with her son the mother sees foreshadowed his doom. She tells him: "The parting will be for long"—in her heart she knows forever. Yet she begs him not to be a coward; says that when she thinks of him it will be as a brave samurai; and at the last, when the young hero—ready to take the dark path alone, and die by his own hand, is asked by the pitying officials whose mission it is to see the *seppuku* carried out, what message he would like to send to his mother, replies:

"Since I, then, left her for long, I have now no message

to send her;" which answer moved the witnesses to tears. The incident recalls the self-sacrifice of General Nogi, commanding the attack upon the fortifications of Port Arthur, who sent his son to inevitable death—a modern Abraham for whom no angel stayed the hand. The consuming grief of the great general and his wife made it easy for them to take their own lives which had lost all joy, at the death of their emperor, for whom the supreme sacrifice had been made.

Such deeds may be called indigenous to Japan; surely there is no parallel to them in history. Patriotism, their loadstar, shines yet serene, glowing with the light of ineffable loyalty.



Above is a picture of the last resting place of the devoted band—the Forty-seven Ronin—of Japanese song and story. It stands not far from Shiba Park, and within its enclosure are the tombs of the Ronin, of their devoted leader, and also of their lord and master.



# PUT YOURSELF IN HIS PLACE

A good rule to follow in trying to understand Japan and her compelling motives in world affairs.



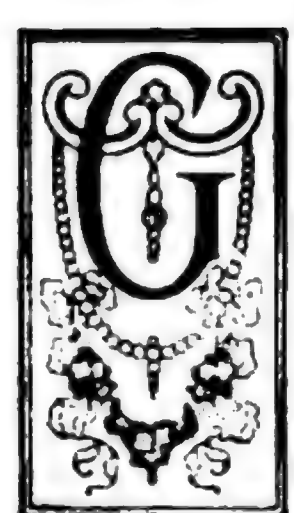
A candid statement of facts gathered on an extended tour of personal investigation

An address delivered before the San Francisco Commercial Club on the day of his arrival from the Orient.



By DARWIN P. KINGSLEY

President New York Life Insurance Company



ENTLEMEN: I have been out of my familiar world for more than three months, without newspapers, with little mail, with only here and there a brief cable. I have moved rapidly, met many men, discussed many things. I have, in a way, been so placed in the vortex of Eastern problems that I have been constantly buffeted by cross-currents of opinion on issues that have been in existence for centuries.

At Honolulu, struggling with confused impressions, trying to put them into coherent form, came Mr. Jenks's invitation to tell the Chamber of Commerce and the Commercial Club all about it today.

Important things have happened since I left. The great political parties have named their candidates and formulated the issues of a national campaign. Without seeing, until I reached Honolulu, an American newspaper that was less than a month old, and few of those, I have rushed from the steamer to tell a public opinion with which I am out of touch about problems which three months ago were almost as strange to me as politics on the Planet Mars.

Our new Minister to China, Honorable Charles R. Crane, is a good story-teller. One story that he told, to the delight of President Wilson in Paris, runs in this wise:

A certain Turkish gentleman, walking in his garden on a beautiful evening, happened to look into his well and saw the moon there. He at once became greatly excited. "I must get the moon out of the well," he cried. So he looked about and found a long pole, which he put under the moon and proceeded to pry it out. He gave a great heave, fell over flat on his back, and saw the moon serenely sailing through the sky. He immediately got on his feet and said, "That's a good job done," and continued his walk. President Wilson remarked that that was about what he and his associates had been doing in Paris.

If any member of any group that has recently visited Japan, officially or unofficially, has made up his mind about the Eastern problem and thinks that he has "done a good job," he is, of course, entitled to his opinions.

I am so confused by the social and political cross-currents of opinion that are swirling in the East, so knocked about by the contradictory statements of equally responsible men, so impressed by the vastness of China, by the almost primeval origin of the forces at work, and by the fact that East is still East and West is still West,

that if I saw the moon, as the old Turk did, I would not be so sure that I ought not to leave it in the well.

Eighteen hundred and fifty-four, when Commander Perry broke through the barrier behind which Japan sought to hide herself, will ultimately come to be one of the great outstanding dates of history. Then began a development in the Orient that is only now taking form; a development which will ultimately react upon us with consequences that no man can foresee, and few, who have regard for their reputations, care now to predict. Out of the mystery of the East then emerged a new force in the world—comparable in its possibilities with the creation of the German Empire.

The Restoration in Japan was contemporaneous with the crowning of William I. at Marseilles. The German Empire then founded and passed, but modern Japan is only beginning.

Irrespective of the rights or wrongs that lie in the Oriental problem, our profound interest in it is a fact perfectly clear to anyone who has visited the western shore of the Pacific, although such visitor may well decline to forecast in any detail just how we may solve the problem when it reaches its acute stage. There are, however, a few bold outlines which anyone may sketch with certainty.

Across the Pacific lies one of the oldest and, by the standard of modern life, one of the newest countries on earth.

China, highly civilized before Rome was founded, has slept politically for upwards of 5,000 years. Her uncounted millions have tilled the soil for all that time and left the amazing mineral wealth of her vast dominions almost untouched. China has no roads, almost no railroads; but she has, nevertheless, a wonderful system of transportation. How many Americans realize that, between her canals and rivers, China has more miles of waterways than we have miles of railroads?

These waterways served while China slept politically, while she had no industries in the modern sense; but they will not be sufficient for the China that is coming, although they will be a powerful factor in her future life.

In the rush of events which have crowded the last six years, most of us have forgotten the little we ever knew about the struggle that went on in Asia for years prior to 1914. Russia seeking to disrupt the British Empire by reaching the frontier of India. Britain defending her



Empire. China, politically impotent and corrupt, ready to sell to the highest bidder. Every phase of this struggle directly involved Japan's integrity and existence.

In 1894, in the war between China and Japan, the world got its first knowledge of the Power that emerged from the silence and mysteries of the Orient when Perry knocked with kindly lead at the door of unknown Japan.

Here was obviously another, a new and an important force to be reckoned with in the era that was coming to Asia and to the world.

In the war with China, Japan defeated her ancient friend and enemy so easily that the world stood aghast. This result did not suit some of the great Powers. Russia, France and Germany promptly told Japan she must get out of Port Arthur, just won by her arms. Sullenly, Japan complied. She could do nothing else. But, not unnaturally, she waited for the day when she would be in position to take that strategic place again and hold it.

China, still playing the part of a political harlot, was, after the Boxer Rebellion, about to present Kiau-Chau Bay to Russia. Germany sailed in one fine day and took it herself; as vile a bit of robbery and rape as history records.

I digress just here to say that when, in an address before a great mass meeting in Osaka, I denounced this rape, said Germany's title was unclean, and that the average American citizen did not believe that Japan had cleansed the title by taking it back from Germany, the audience somewhat vigorously disapproved my statement.

Then Russia put on more pressure. In 1904 Japan, in defense of her very life, attacked that mighty Empire and speedily brought it to terms. Port Arthur, again taken—this time at a fearful cost, remained Japan's, and no one, then or now, questions her right to hold it.

Acting under the compulsion of the Anglo-Japanese alliance, Japan—although she was not then anti-German—took away from Germany Kiau-Chau and its surrounding territory; the city of Tsing-tau and the German railroad from Tsing-tau to Tsinan-fu. The formal demand on Germany which preceded the taking of Kiau-Chau was accompanied by the declaration that if Germany surrendered these ports of the Shantung Province, Japan would restore all to China.

I haven't time to state the reasons why Japan has not restored Shantung to China; but the Osaka audience was equally displeased when, on that same occasion, I said that the average American citizen could not understand why Japan, if she meant to restore Shantung, did not do so at once.

With this hurried sketch of the recent past, I now return to some of the other outlines that may be stated without fear of contradiction.

Japan says she is over-populated; statistics support that claim. She is certainly densely populated when her arable land is considered; and she is prolific almost beyond belief. What is she to do? Does she really face starvation unless she can get an outlet for her surplus population? No hurried journey through Japan qualifies me, or any man, to answer that question satisfactorily. It is certain that Hokkaido, the northern island, is not densely populated. Neither is Formosa. Neither is Korea. But this is the fundamental fact to which Japan points for justification in her attitude toward China, Manchuria, Mongolia and Siberia. Review the existing status:

In addition to her old empire, Japan now has Formosa and Korea. She has, and has had for nine years, a body of troops, and now has a big wireless station, at Hankow, nearly 600 miles up the Yang-tse River. I wonder how many in this audience knew that. The Yang-tse River is

to China what the Mississippi would be to the United States if its mouth were in the harbor of New York.

Those Japanese troops were landed, as I am informed, after a conference between the Japanese, American and British naval commanders at Hankow, in which it was decided that a landing was not necessary. Without further consultation Japan landed troops the next morning, and has remained to this hour.

She has Kiau-Chau Bay, the city of Tsing-tau, and the German railway from Tsing-tau to Tsinan-fu, with a big wireless station at Tsinan-fu and permanent barracks. She has troops along the whole line of that road, in barracks, which Germany never had. She has troops at points on the railroad from Peking to Mukden. This is noticeable at Shan-Hai-Kuan, where the Great Wall runs into the sea. The Japanese flag flies over the railroad station at that point. Then, of course, she holds Port Arthur and Dairen. She controls the South Manchurian Railway, and Mukden in Manchuria is practically a Japanese city, and a very modern up-to-date place, too. She owns Korea. She is in Vladivostok. She has taken over Nikolaievsk, where her soldiers and people to the number of 700 were recently killed with unspeakable ferocity by the so-called Partisans.

She is reported to have troops in the north part of Sakhalien. She has a large body of troops in Siberia 1000 miles inland. She has troops in Mongolia. Her enemies say that she is seeking control of the Chinese Eastern Railway; that she has nearly achieved that control; that the methods of that achievement will not bear investigation.

Visualize the coast of Asia from Formosa to the Sea of Ohkotsk and you will quickly see what a powerful naval and military position Japan holds in the East. These are facts. I am not now discussing Japan's motives nor her purposes. Behind all is the Anglo-Japanese alliance—at present seemingly a little uncertain of its future.

Broadly speaking, the situation is this: On the one hand, China, like a great whale floundering politically in shallow water and helpless. When I say China, I include Mongolia and Manchuria, which are still supposed to be a part of that unhappy country. And with China include Siberia—a prey to active anarchy, bandit-ridden Bolshevik-cursed.

On the other hand, we have Japan—a compact, probably over-populated, highly organized, ambitious, efficient, and militaristic empire.

With the exception of Wei-Hai-Wei, she owns or practically controls all the sea coast for the thousands of miles that stretch from Hongkong to Kamchatka. She has troops in the interior of China and in the very heart of Siberia.

She claims to be faced with starvation if she does not secure more territory. "Bushido teaches us," said a prominent Japanese gentleman to me, "that it is better to die with our swords in our hands than to die by starvation." I ask you what is likely to happen under such conditions? One needs to attribute to the Japanese no unworthy purposes, no really sinister motives, to make a forecast. Isn't she likely to do what other and so-called Christian nations have done under like conditions? And if she undertakes it, who or what except her own mistakes, is to stop her?

And just here Japan seems to me to be in danger of a vast failure. Unless she creates a different status for herself in the Orient; unless she wins moral as well as political and industrial leadership, she cannot, notwithstanding her superiority otherwise, lead Asia; she cannot achieve that splendid destiny which was possible when she answered Perry's call.



She has as yet utterly failed to win that leadership. That is not an opinion; it is a fact so obvious that even the hurried traveler cannot well go wrong—if he sees *China and Korea as well as Japan*. Her task was and is a very difficult one. It was extremely difficult in Korea, and after ten years she has morally lost ground there. She has not progressed in Formosa. She has the outspoken enmity of practically all Americans and English resident in China, and of most of those resident in Japan. She has the implacable hatred and fear of all patriotic Chinese. She is now in desperate financial and industrial straits at home. She has an anti-militaristic party, which takes itself rather seriously, but is not, in my opinion,—and that is only an opinion—of any particular importance as yet.

I disagree utterly with one of my associates in the group which visited Japan in April and May, who is reported to have stated that Japan will be as democratic as we are inside twenty years.

That the adoption of many phases of Western civilization has powerfully influenced Japan is certain; it is equally certain that that influence will continue. It is no reflection on Japan to say that, notwithstanding that influence, Japan is still Japan; the Japan that has kept her individuality for more than 2500 years; the Japan of Hideyoshi, as well as the Japan that restored the Emperor in 1868; the Japan of Yamagata, as well as the Japan of Shibusawa and Kaneko.

The Japanese naturally have a marked affection for the American people. Above the name of any other foreigner they place the name of Townsend Harris.

They are proud, sensitive, hospitable, polite, ambitious, and cruel on occasion.

They are Orientals and will never—and if they could, would never—be anything else. They do not think as we do—which is not saying that they think less effectively.

The rule of "put yourself in his place" is a good one to follow in trying to understand Japan.

Twice in twenty-six years she has had to fight for her existence—not including her part in the World War.

That what happens to China is of supreme importance to Japan was conceded in the Lansing-Ishii notes.

Consider the game of grab that has menaced her all through the period since the Restoration: Russia always crowding from the North; France pushing up from the South; England at Hong-kong, in the Yang-tse, and

finally in physical possession of Wei-Hai-Wei; Belgium always secretly playing Russia's game; Germany in Shantung. The brutal "twenty-one demands" always seemed to me quite as much a notice to the other Powers as it was an invasion of Chinese sovereignty. It is easy to say that Japan ought not to be in Hankow, nor in Shantung, nor in Manchuria, nor in Siberia. But if the whale floundering in shallow water is to be torn into bits by sharks, Japan's very existence depends on what she gets.

Moreover, Japan is taking a long look ahead; she is afraid of what

sent a figure as splendid as that of Sir Galahad. We were the moral leaders of the world. But now, in a world ruined by war, crushed by debt, chaotic in its finances, prostrate in its industries, controlled by the laws of national advantage, we seem not a Sir Galahad, but a Don Quixote charging windmills. In such times as these a nation may lose its friends and commit no fault. I do not criticize Japan when I say that she is incapable of playing the rôle of Sir Galahad; I compliment her when I say that she is not likely to assume the rôle of Don Quixote.

She is Oriental, and, led by her militarists, is capable of extreme action without regard to consequences.

She is unquestionably the political, the industrial, the intellectual leader of Asia. But, I repeat, she has not yet won that moral leadership essential to real success. When I say, as I do, that I believe she will ultimately achieve that leadership, I realize that my conclusion may finally seem as foolish as the belief of the Turk that he has rescued the moon from the well and put it back in the sky.

I was a friend of Japan when I sailed. I return a friend. That is said not because it is a matter of any importance to Japan, but merely to give you my reaction after seeing Japan and China and Korea, and talking with many who are anti-Japanese. Certain impressions stand out clearly:

First: I believe Japan will make almost any concession in the matter of emigration to this country in order to secure an agreement with our Federal Government which will not compromise her self-respect.

Second: Irrespective of whether her motives are sound or sinister, I believe she has made a grave mistake in her adventure in Siberia.

Third: While I understand and in a measure sympathize with her reluctance in surrendering any part of the powerful position she has won in Shantung, I believe she has lost morally more than she now understands in her attitude toward that problem.

Fourth: I know she has made grave mistakes in Korea. Her leading citizens admit that. I believe she is making some progress there now under the leadership of Governor-General Saito.

I have, and therefore can give you, no clear impression of her real purposes, otherwise, in China. I can tell you some things her enemies allege. They say that Peking is now ruled from Tokyo; that Japan has loaned money to both warring factions in China in order to keep China divided

(Continued on Page 56)



Darcia P. Kingley.

Germany may do in Russia; of the recrudescence, in a more terrible form, of the Power that menaced her so long.

Just now Japan is being lashed into a fury by the militarists on account of the Nikolaievsk massacre. He would be a bold man who prophesied the final issue of Japan's incursion into Siberia. Japan believes she must expand or starve; but she has shown none of the genius of the British in colonization, and without that her problem is terribly complex and dangerous. When her people go to a country which she does not control they are seldom welcome. When they go to countries which she does control, they and she are about equally unwelcome. She is drifting into a condition of isolation.

Let us remember, too, that in this Japan is not singular. When we entered the European War, on account of the way we did it, we pre-



## How I Toured the Orient on Eight Hundred and Fifty Dollars

By JABEZ K. STONE

### PART TWO—Tokyo to Shanghai

[**EDITOR'S NOTE**—The publication of the first part of this series, which began in our August issue, aroused an unexpected and overwhelming storm of comment and criticism. By telephone, mail and personal visit people have accused us of not sticking to the facts; have stated that such a trip could not be done; that the sum of eight hundred and fifty dollars was altogether too little for such a trip. Many who have thus taken issue with us have been to the Orient and are of course inclined to judge this story by their own experiences and expenses rather than by the conditions which made it an actual fact. In answer to all arguments, we refer to the foreword which preceded the first part of the story, in which we said, "While we do not suggest this as a tour that will appeal to every one, we feel that this statement of actual facts, experience, and expenses in connection with it will prove of interest and value to others contemplating this journey as a basis from which to plan." That Stone made this trip as recorded in these pages we have ample proof. That others can do it on the same order, we are fully convinced. But because it can be done is no reason for recommending it to the most enjoyable or pleasant any more than one would recommend a trip from San Francisco to New York and return in ten days. It can be done but it's no fun. It is with the object of showing the fundamentals of such a trip that this article is published, and should be read in this spirit.]

**SYNOPSIS OF PART ONE**—Jabez K. Stone, newspaper man and well-known writer on travel subjects, made a wager with some friends that he could make a vacation tour of the Orient from San Francisco to Japan, Manila, Hongkong and return at a cost not exceeding eight hundred and fifty dollars, covering every expense. He started out with this amount and from it paid his steamer fare, Honolulu expenses, ship expenses and other incidentals. In the first part, appearing in our August issue, he tells of the experiences and expenses of the trip from San Francisco to Tokyo. Part Two, from Tokyo to Shanghai, follows:]

### A Day Ride Across Japan

So, supplied with these tickets, we left our heavy baggage on the ship and early the next morning took our rickshas for the Yokohama station, as the big railroad depot is known in distinction from the electric station. This is nearly two miles from the dock, so we allowed a full half hour for our ricksha men.

Arriving there we found easy going, as all the signs are written in English as well as Japanese and many of the attendants speak English. We paid an express train tax of 2.50 yen and a transit tax of 50 sen, which are not included in the ticket provided, and making our way through the crowd soon established ourselves in the comfortable chairs of the observation car. Japanese trains are, in appearance, similar to our American trains. The

trucks, however, are a foot narrower, being three feet eight inches as against our standard gauge of four feet eight inches. The class of the cars is indicated by the stripe on the outside—white for first class, which cars are carried on only a few of the limited express trains; blue for second class, which is usually taken by all first-class travelers, and red for third class, which is a cheaper fare.

Most of the day cars have wide seats running the full length of each side, sometimes divided by folding arms that designate the seat.

The sleeping car equipment is compartment cars, standard cross section sleepers like ours and also sleepers with the upper and lower berths along the side. These latter are, of course, considerably narrower than our berths.

The observation cars, which are attached to the limited express trains, have wicker chairs and wide plate glass windows and a platform on the rear that accommodates about six people.

The dining cars are equipped the same as American diners and the meals are served either a la carte or table d'hôte.

The day ride across Japan from Yokohama to Kobe is one of the most fascinating rail rides in the world. It takes you through thriving villages—along the picturesque seashore—through the rich country with orchards, fields of grain and miles upon miles of rice paddies—through the mountains with their dark forests of pine or flashing green bamboo—to the populous industrial centers where modern factories remind one of home—until, in the early evening, the ancient capital of Kyoto is reached. If the morning be fine, as it was with us, the first four hours out of Yokohama provide the superb spectacle of Fujiyama, the glorious mountain raising its snow-crowned cone 12,000 feet from the plain dominates the skyline, appearing first on one side and then on the other, as the train winds its way to Gotemba, which is almost at the base of the mountain.

From here a wonderful view across the plain is obtained. We were particularly fortunate in having a beautiful day, and never grew tired watching the continued changes that the clouds and sun made on this peerless peak, and it was with regret that we finally lost sight of it when we entered the mountain passes.



Although the Japanese trains are built for narrow gauge rails, they look like the regular American trains.

During this day ride I had opportunity to do some figuring and to make a few entries as to my expenses in my diary. These were as follows:

<b>First Day in Japan—</b>	
Ricksha from dock to Grand Hotel.....	50 sen
Ricksha hire in Yokohama for afternoon.....	¥1.50
Dinner at Grand Hotel.....	3.00
Drinks at bar.....	2.00
Ricksha, Grand Hotel to ship.....	.50
<b>Second Day—</b>	
Ricksha dock to electric station.....	.50
Railroad fare to Tokyo.....	1.75
My share taxicab expense.....	4.50
(8 hours at 5.00 per hour—18.00).	
Electric fare to Yomachi.....	.50
Ricksha, Electric station to ship.....	.50
<b>Third Day—</b>	
Ricksha to Yokohama station.....	.50
Express fare on train.....	3.00
Transit tax on train.....	.35
Tiffin on train and tip.....	1.00
<b>Total .....</b>	<b>¥20.55</b>

### A Little Visit in Kyoto

We left the train at Kyoto and took a ricksha to the Kyoto Hotel, where Mr. Awagawa, the manager, greeted us courteously and provided us with comfortable rooms. This hotel is in the center of the city, and after dinner we took rickshas and drove along the river, which is lined with rows of tea houses and restaurants. Then we went to Theater street, the gay white way of Kyoto, where we enjoyed the strange sensations of being among entirely different people and amid such unusual surroundings.

Returning to the hotel I had a good hot bath and turned in for a good night's sleep. The next morning we were up at 7 o'clock, as we wanted to see as much of Kyoto as possible during the day. Mr. Awagawa selected the ricksha men for us and gave them instructions, where we were to be taken. On his advice we engaged them for the day, as this is cheaper than by the trip or hour only.

Kyoto was the capital of Japan for eleven centuries from A. D. 791, and is still the center of its art and culture. It has something like 800 temples and shrines as well as a number of imperial palaces, whose vast areas are like beautiful public parks. It is rich in historic memories, romantic associations and famous landmarks of the empire's earlier days. Charming situated in the valley, with high hills to the east and the clear river Kamo running through its center, it is easily the most fascinating city in Japan. Even in so short a visit as ours it laid its spell upon us, making us decide then and there that we must revisit this delightful place on our return.

We spent the day seeing the sights.

We visited the ancient temples with their immense high

roofed buildings and splendid altars. We saw the giant 200-year-old cherry tree in Maruyama Park, at the head of the Gion (the principal street), bowed reverently before the gold-bedecked lacquer-covered altars and stood in amazement at the priceless painted screens of the great Choun-in-temple, the largest in Japan.

We had tiffin at a Japanese restaurant by the riverside, where we sat on the tatami or matting and ate bits of chicken, cooked before our eyes with a lot of vegetables in oil on a sort of a Japanese chafing dish, which is heated in charcoal. This is a famous dish called "torinabe" and is quite appetizing even to the newcomer.

We rode through streets of shops where all manner of beautiful wares were to be seen—through districts devoted to home manufacture of potteries, silks, bronzes, cloisonnés, damascene and other works of art, and about 4 in the afternoon we alighted at the big Kyoto railroad depot, paid our ricksha men the munificent sum of 2 yen each for all their day's combined service as conveyance and guide, and passing through the wicket gate boarded our train for Kobe.

From Kyoto to Kobe is one long level plain, practically every foot of which is under most intensive cultivation. At Osaka, one hour from Kyoto, we entered an immense station, with throngs of people rushing this way and that, indicative of the bustle and activity of the great manufacturing city with its population of over two million.

An hour later the guards on the platform called San-omiya, and remembering this was the name for the station of Kobe, rather than Kobe itself, we gathered up our bags and stepped out.

Japanese trains are not handled like ours as far as



As the train winds its way through valley and between the hills, superb views of Fuji, the incomparable, are seen. Above is one looking from a tunnel entrance across the valley.





Like American trains, comfortable observation and dining cars are part of the first-class equipment. The dining cars serve excellent food at reasonable prices. Above is an interior of a diner on the express.

tickets are concerned. Before taking the train you show your ticket to the man at the gate, who punches it and returns it to you. You retain it through your journey and when you leave the train you surrender it to the man at the gate of the depot of exit.

So we surrendered our tickets and walked out to the crowd of ricksha men who were waiting for our fares. Here we were whirled along to the Oriental Hotel, where we stopped to ask about our ship. Being advised that it had arrived that afternoon and was in the stream and that the steam launch would leave for it shortly, we walked a few minutes to the hatohe, or landing stage, boarded the launch and in a few minutes were again in the familiar surroundings of our comfortable ship.

After dinner on board we went ashore again to pay our respects to Kent Clark, manager of the Oriental Hotel. There was a moving picture show going on in the theater on the roof, so we went with him as his guests and enjoyed the performance very much. After the show we visited around in the clubroom, returning to the ship on the last launch about 11.30, tired out but well content with what we had seen and done in Kobe.

We slept late next morning, keenly enjoying our comfortable cabin after our exciting days ashore. We breakfasted luxuriously in bed. Then we went ashore again, returning from our expedition to the shops on Motomachi on the last launch.

#### Through the Famous Inland Sea

When we came on deck the hoists were rattling and the anchor chains clattering as the big anchor was pulled aboard. Then we steamed out of the harbor into the golden afternoon, crossing Osaka Bay en route through that wonder journey of the world—the Inland Sea of Japan. First came the narrow straits between Awaji Island and the mainland—scarce two miles wide—then straight steaming over a wide expanse like a great lake, which is called the Sea of Hasima, the banks showing dark on either side. Then the islands began to appear—islands of every shape and size—steep, rocky islets and flat-topped, well-cultivated tablelands—then sharp peaks of bare rock, alternately with rounded mushroom-like verdure-colored knobs. Now and then some larger island would loom up, to be quickly passed. Then the western sky, into which we were steaming, became a bowl

of fire, out of which the glowing orb sank slowly into the sea. Then as we watched the red change to rose, to coral, to pink, the clouds became golden, lined with silver, then purpling gray. Glimpses of the sky appeared, azure and turquoise, that finally faded into that peculiar opaline green, as evanescent as it was beautiful.

These changes came one after the other—splashes and bands of color—as if the sky itself were the palette on which the supreme artist was mixing the gorgeous colors to be used in painting the glory of tomorrow's sunrise. Then the sea changed from blue to green and from green to gray and from gray to gold, trimmed with ermine, where the swift ship's prow cleaved its mirror-like surface. For awhile darkness brooded over the face of the waters until the full orb moon appeared over the black serrated edge of the forest-covered hills. Then the splendor of the night laid its spell upon us, holding us in reverent silence at the ship's rail.

Before retiring I got out my diary, and after writing the doings of the days therein, entered this record of expense:

#### Expense at Kyoto and Kobe—

Tip to porter on train.....	¥ .20
Ricksha fare to Hotel, Kyoto.....	.75
Ricksha for evening sightseeing.....	1.50
Ricksha for day sightseeing.....	2.50
Launch, Japanese restaurant.....	2.00
Kyoto Hotel expense.....	8.00
(One day and one night).	
Tip.....	1.50
Ricksha, station to Oriental Hotel, Kobe.....	.30
Drinks at Oriental Hotel.....	2.50

Total expense, Yokohama to ship at Kobe.....¥18.45

#### On Shore at Nagasaki

When we awoke next morning all was quiet, the steady throbbing of the engines was missing, and when we came on deck we gazed with delight on the green hills encircling Nagasaki, with the town nestling along the shore at their feet. "You will have all day here," said the purser, as we went over the side to the launch. "The last launch will leave the pier at 5.30." The Tenyo Maru was anchored in the stream and already the lighters filled with coal were clustering about its sides like a swarm of bees on a sunflower. The coaling is done by hand power, each barge having a crew of men and women, who formed in



As the ship plows its steady course through the iridescent waters of the Inland Sea, scenes of remarkable beauty and charm greet the eye, one of which is pictured in the engraving.



*By taking the rail trip between Yokohama and Kobe a comprehensive idea of Japan's rural life is obtained. From the car windows one gains a more intimate conception of the daily life, the homes and habits of the farmers and the intensive cultivation of the land. Such views as the above, showing a home with the big mill wheel, are common.*

lines on ladders up the ship's sides, passing the baskets filled with coal from one to the other with incredible swiftness. This is the swiftest coaling system in the world, excelling in speed even the American method, using modern machinery. One of the officers told me that the Nagasaki coalers held the record of supplying something like 4,600 tons of coal in under ten hours.

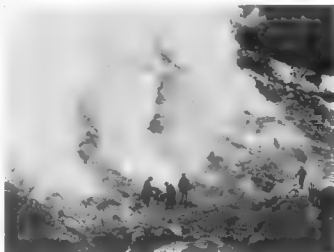
Nagasaki harbor is shaped like a fat gourd—the neck of which is the outlet to the sea. High hills, almost mountains, rise abruptly from the water's edge. These hills are terraced from the very tops, and each terrace is cultivated to the last inch. The town straggles along the end and on part of the harbor's sides. On the north, just opposite the ship's anchorage, is a great dockyard and ship-building plant, one of the largest in the Far East.

As we took no baggage ashore, we passed quickly through the customs house at the head of the pier and made our way to the row of waiting ricksha men.

Nagasaki is world famous for the production of tortoiseshell wares, so the first place we went was to the shops, where these goods are made and sold. There are many of these, some of them being very large and handsomely equipped. In them you can find wares of every description, made of this beautiful shell, from the smallest and plainest hairpin to superb screens and jewel boxes that cost thousands of dollars. The visit to these stores is incomplete, unless it also includes an inspection of the factories where these goods are made. Here, as you watch, you see the evolution, through a score or more processes, from the rough dirty-looking shell to the beautiful and artistic pieces that grace the shop windows and shelves.

After spending three hours seeing these things we took our rickshas (which had been waiting for us) and drove about town, our guides showing us everything worth seeing.

Instead of returning to the ship for tiffin, we stopped at the Hotel du Japan, conducted by the affable and enterprising Mr. Shimidzu, where we were served an excellent meal at the moderate cost of 1.25 yen. While discussing our plans for the afternoon, our host suggested that we take an automobile and drive to Mogi, a fishing village on the other side of the peninsula from Nagasaki and distant about five miles. If one has the time, the way to take this lovely ride, that winds through waving bamboo groves up the hillsides above Nagasaki and then dips down the steeper grade to Mogi on the shore of beautiful Chijiwa Bay, is by ricksha with two men. This takes between three and four hours for the round trip.



*At Unzen, near Nagasaki, are many hot springs, famous for their medicinal qualities. The ride to this place is one of unusual beauty and diversity.*

It is slow but more delightful because of this, as it enables you to enjoy to the full the wonderful panoramas that spread out before you.

As we did not have time for this we chartered a motor car and made the trip in an easy hour, allowing time for tea at the Mogi Hotel, which is quite near the seashore.

When we returned to the ship the last basket of coal was being passed up the swinging ladders on the ship side and the lighters were moving back to shore empty of everything but their crew of smiling, chattering men and women. Then the shrill whistles of the officer, the rumble of the anchor chains, the clang of the engine telegraph, the roar of the great whistle and the Tenyo Maru thrust its nose past the rugged headlands that guard Nagasaki harbor past the islands that flank the channel, and we were on our way to Manila.

The day had been a delightful one, crowded with unusual sights and scenes, without a single unpleasant happening. It had cost as follows:

night before arriving in Manila and thoroughly enjoyed it, although we did not relish having to get up in the early dawn to make way for the energetic sailors, who were out to wash the decks.

Coming into Manila we passed rockbound and threatening Corrigedor, standing guard over the entrance of the harbor with Old Glory floating from a staff on the highest point. Then the island Luzon, which had been but a blur on the horizon, took shape, showing mountain peaks and golden shore until out of the morning haze the white houses of Manila appeared, with the great Manila Hotel standing like a flashing white diamond in the emerald setting of the Luneta.

An hour later we slipped through the breakwater and made fast to the pier.

#### Manila Crossroads of the World

The docks at Manila are close to the business center of the city. Close also to the hotels, chief of which, the Manila, is not more than ten minutes from the landing.



At Manila the ships come alongside the docks, which are located close to the center of the city's business district. The Luneta, that world-famous parade, and the municipal golf links are directly on the ocean front. Where else can you find a golf course so close to the water and the shipping as is shown above at the sixteenth tee?

#### Expense for Day Ashore at Nagasaki—

Ricksha hire about town in morning.....	\$1.50
My share automobile expense (2 hours at 6.00 per hour—12.00).....	3.00
Tiffin and tips at Hotel du Japon.....	1.40
Total .....	\$5.90

From Nagasaki to Manila is 1,298 miles, about four days' steaming for the swift Tenyo Maru. The second day the dark form of the great island of Taiwan (Formosa) was seen on the port bow, and for a long time its green coast, with high mountains, deep canyons, villages, waterfalls and streams could be seen through the glass. This island is 260 miles long and its highest mountain, "Niitaka," rises 12,850 feet above the sea level. A great chain of forest-clad mountains ranging from seven thousand to nearly thirteen thousand feet in height extends the entire length of the island, and it is this green-covered wall that is seen from the ship.

Now the warmth of the tropics was felt, for we were approaching within twelve degrees of the equator. White clothes were in evidence and some of our fellow passengers were keen for sleeping out on deck. We tried it the

After Japan, where we really were foreigners, it seemed good to be in an American city again and to meet so many of our own people. First, of course, we went to the Manila Hotel to ask for our mail and also to see if we could get a room there as a change from the life of the ship.

But all Manila hotels were filled to overflowing, and only those who had made reservations far ahead were able to find accommodations. With the ship so close to the hotel and the city, however, this worked no hardship on us.

While looking over the hotel, enjoying the cool breezes of its great loggias, we met mutual friends, who hailed us unceremoniously to the nearby Elks Club, where we had many cocktails and sundry drinks in honor of our arrival. Here also we stayed for tiffin, and a wonderful meal it was, with shadroe and beefsteak and ice cream and other things that reminded us of home.

After luncheon we took a motor and drove all over the city. We went to Biلابid, the great prison, to the markets and to the old walled city, whose wide moats now filled with earth and covered with velvet turf form the popular

municipal golf course of this city. We returned to the ship to change clothes for dinner, which we took at the Manila Hotel. After this came another motor ride, this time as guests of friends, who took us out to Lerma Park, a sort of tropic Coney Island, whose chief feature is its immense dancing floor and Filipino dancing girls—*ballerinas* they are called—and I'll say that they are the finest dancers to be found anywhere.

It was long after midnight when we returned to the ship, where fortunately our cabin was on starboard or sea side instead of next the pier, so we opened wide the ports to admit the night breeze, turned the electric fans on full speed and slept comfortably.

I was up at 6 the next morning, for I had seen the golf course and wanted to try a round on it, especially as it was so convenient to the ship. I was surprised to find how many others were out for a before-breakfast game, but soon learned that this is the most popular time of the day and that an average of twenty-five players may be found there each morning. At 9 I came back to the ship for a bath and breakfast, after which, in one of the easy-going dignified *calesas*, or sort of two-wheeled victoria, drawn by one horse and with driver perched up directly in front, we made a trip to the Governor-General's residence, the polo club, an inspection of one of the big cigar factories, a couple of cathedrals and a ride through town.

Returning to the Elks Club we had more drinks and then went to the ship for lunch.

Manila is quite an up-to-date place, with good roads, some wide streets, beautiful drives, good hotels and clubs, theaters and all the comforts and conveniences of a modern city. Sharp contrasts are here that add much to the interest. You may travel about on a modern electric car or whizzing automobiles, while beside you is a family in one of the springless wagons, relics of days gone by. You drive along the Luneta over fine open wide roads that turn into narrow streets, which pierce through breaches in walls twenty feet thick. A motor truck with a ten-ton load honks its way through streets, filled with heavy carts drawn by slow creeping carabao; the rafts of coconuts or bamboos on the river are washed by the waves made by modern motor boats. Cool bungalows contrast with nipa shacks—modern business blocks jostle ancient cathedrals, eloquent of the sixteenth century. Step off the main streets and you see the women grinding corn in a native mill or perhaps sewing a *jusi* ball gown on a modern sewing machine. It has fine shops where women, especially, find all sorts of beautiful fabrics and handwork.

Being well down in the tropics the climate is hot, but if you have the time you can go in short order by train or motor to Baguio, 185 miles away and 5,000 feet above sea level, where the big blazing grate fires in the hotel are just comfortable and where the mornings are quite nippy and frosty.

Manila is famous for its sunsets. The Luneta, as the great parade along the waterfront is called, faces the sea looking directly into the west. Due to the humidity of the air, there are usually vast banks of clouds, that take on many curious shapes and wonderful colors as the sun sinks into the sea each evening.

It was into one of these gorgeous vistas that we steamed about 6 o'clock in the evening of the second day at Manila. The light faded quickly and sharply, as it does in the tropics, and before the moon came up we were in the China Sea en route to Hongkong.

Sometimes the China Sea gets rough and kicks up a devil of a mess, which makes traveling on the small local steamers anything but pleasant. On the big *Tenyo Maru* the little weather we did have scarcely was felt and the 650 miles was covered easily in two days.

### A Week Ashore at Fascinating Hongkong

Everyone was keen to catch the first glimpse of Asia, and it was with delight that the first dark blur was distinguished on the horizon. This was Aguilar Peak, following which Cape Aguilar, on which it is situated, soon came into view. Then we saw Point Collinson with its lighthouse, following which we found ourselves in the narrow Lye-mun pass, entering the world-famous harbor of Hongkong. From the pass to the anchorage was a superb marine panorama; Quarry Bay with its great dock yards—beyond that the peak rising nearly two thousand feet higher and then the city of Victoria, built tier upon tier from the water's edge, half way up the peak. The harbor of Hongkong is one of the most beautiful and impressive in the world, whether viewed from the water or shore. It lies between the island and the mainland and comprises about ten square miles. On both sides are lofty hills—on the island they are beautiful in the green of



From the waterside, the island of Hongkong presents an inspiring picture. Massive stone structures crowd its business streets to the water's edge, while on the terraced hillside white stone mansions set in tropical park-like grounds are in strong contrast with the green lawns and trees. The business part of the city is on the level sections fronting the sea, while the steep slopes of the hills hold the residences. The steamships anchor in the

the forests, and on the China side they are dull red, bleak, austere, destitute of trees, affording a decided diversity of scenery. The eastern entrances are through the celebrated Lye-mun, while Green Island, now forest covered to the tops of its hills, blocks the western passage. A mile or so northwest from the city is Stone Cutters Island, on which the quarantine station is situated.

In this harbor we saw assembled, as at no other port, the varied shipping of the world, for this is one of earth's great trade centers. Here were great steamers from London and Europe, mail boats from Australia and India, trans-Pacific liners, windjammers from the seven seas, huge junks with giant matting sails, smart yachts, launches, motor boats, and tenders, battleships of many flags, and weaving in and out of this marine kaleidoscope

hundreds of small sampans, propelled by a single oar, skimming over the water like huge ungainly beetles. From the decks, as we came slowly up the bay, was the city of Victoria. Hongkong is the name of the whole island and the colony, while the city is called Victoria, though few ever so distinguish between them. It presents a beautiful sight with its solid masonry houses, regularly laid out and well kept, shaded streets and general appearance of order and civilization, appealing particularly to the visitor from the West.

Medical and customs examinations are more or less formal, there being none of the exasperating procedures common in many ports. The smart motor boat brings the doctor aboard, and if there be no contagious or quarantinable disease on the ship everything goes through quickly. So, also, with the customs, for this is a free port and there are no needless inspections by the officials.

Almost as soon as the ship was made fast to the big buoy in the stream (for vessels do not dock at the piers at Hongkong, though some do use the wharves at Kowloon on the China side) a swarm of small boats clustered about, eager for fares and baggage. The luxurious launches of the steamship company and of the hotels and tourist agencies came nosing their way through this "mosquito fleet" and made fast alongside as soon as the doctor's flag came down. Then began what seemed like the wildest sort of confusion. Trunks, bags, boxes and luggage of every description appeared on the deck to go overside into the waiting boats, until you doubted if your luggage would ever be found in the turmoil.

We had planned to stay at the Hongkong Hotel while here, and had written ahead for our rooms, so when the uniformed courier of the hotel appeared we turned our baggage over to him and descended to the waiting launch, glad that he would have to look after it and extricate it from the mess.

Blake pier is the landing place for passengers, and it is right in the heart of the city. The wide stone-faced Bund extends along the waterfront, and right across it from the piers is the office of the Toyo Kisen Kaisha. A score or more chair bearers and ricksha men importune you to use their services, but the Hongkong Hotel and other leading hosteleries are so close by that we waved them aside and walked the short distance, leaving the porters to bring up our hand luggage.

The Hongkong Hotel is one of the best hotels in the Far East, and is managed by James H. Taggart in a way that leaves little to be desired. Having been advised in Japan of the congestion usually encountered here at this busy port, we had, as before stated, wisely written in advance for accommodations, and were therefore quickly cared for—much to the disgust of some of our fellow passengers, who had not been so far-sighted and who therefore had to wait for some time before being assigned to their rooms.

I found my room on the fourth floor, overlooking the court—small but comfortable, with wide windows and a huge fan to keep one cool all the time and conveniently near the baths. I had been there but a short while when the trunks came up, proving the wonderful system of baggage handling in this establishment.

Hongkong is the terminal for ships of the Toyo Kisen Kaisha, which lay over here for from seven to ten days—for docking, inspection, refurnishing and repairs, as the case may be. The Tenyo Maru was scheduled to lay here for eight days, which gave us ample time to enjoy this great city and its environs.

After freshening ourselves up a bit and arranging our stuff about the room, we went down to get acquainted with the hotel, that was to be our home for the next few days.



stream or go alongside the docks on the Kowloon or opposite side. The peak, as the highest point of the mountain is called, is about two thousand feet high and is reached by a cable tramway. The view from it is of indescribable scope and grandeur. The Shinyo Maru of the Toyo Kisen Kaisha fleet is shown in the foreground at anchor in the stream just opposite the company's offices on the Bund.



The dining rooms are on the second floor. At one end is the one where table d'hôte meals are served, for like other hotels of the Far East board and lodging are included in the bill. At the other end is the grill for a la carte service. On this floor also are the public rooms. The spacious lobby is on the street floor, with broad windows looking directly onto the street, in the center of which a score or more sedan chairs are always parked, their bearers sitting about waiting for a fare.

These sedan chairs are an institution in Hongkong that make an indelible impression on the newcomer. They consist of a chair supported between two poles or shafts, that extend some eight to ten feet ahead and behind. Ordinary chairs have two bearers, who, resting the poles on their shoulders, step along at a brisk walk. It is said that one of the governors of the colony years ago set the pace by having six men to his chair, which automatically reduced the number available for lesser personages in the

lowered chair, the men lifted us up on their shoulders and strode off briskly in perfect step, giving a peculiar and not unpleasant up and down motion to the occupant.

First thing, of course, was to go to the station of the Peak tramway, where we left our chairs (fare 10 cents) and entered the waiting car. This is a cable incline railway that ascends to the summit of the Peak, 1,825 feet above. The roadways intersected it, and residents use the tram uphill to their street, where they leave it to take their regular chairs, which are awaiting them.

The view from the Peak is one of the world's finest. The city on the mountain slopes beneath your feet, then the harbor with the shipping from all parts of the world—then Kowloon and the China shore, with the dull red angry hills—denuded through years of carelessness of every vestige of forest—forming an unusual background. To right and left in the harbor various islands dot the water, adding to its picturesque character. There is a



*The cable tram that mounts the steep sides of the Peak passes through the residence section, and from its cars one sees the handsome homes and gardens. The house to the right shows the prevailing type of architecture. Most of the buildings are of stone or brick.*

colony to four or two. This custom still prevails, but the rank and station of the chair owned is shown by the elaboration and gorgeousness of livery which the men wear with a great deal of pride.

Although there are many rickshas in use in the level business part of Hongkong, the chair is a necessity when it comes to climbing to the terraced heights on which the residences of the city are built.

The public chairmen are usually clean and good-natured, garbed in a uniform of blue and white twill cotton, with sturdy legs and strong backs, for no weakling can carry a grown man or woman up the tortuous heights in the full glare of the noonday tropic sun. These fellows, always cheerful and persistent, eager for a fare, linger longest in the affection of the traveler. As we stepped out of the hotel lounge, the whole line sprang into action. A nod to indicate we wanted chairs and they came forward with a rush, bumping shins and knocking heads in their eagerness to be first. We stepped into the

hotel on the crest—the Peak Hotel—and we sat on its piazza for a long time enjoying the beauty of the scene. Then we walked about the beautiful walks and finally made our way by easy stages down the gently sloping roads, flanked by beautiful homes and gardens to the lower levels. Here we found chairs again, for the chairmen are in evidence at every turn and know that it takes but little persuasion to coax the foreigner to ride. Thus passed the first afternoon of our stay in Hongkong, so colorful, so interesting, in such sharp contrast with all we had seen before that it left us with our heads in a whirl. We returned to the hotel about 6, in time to hear the last numbers of the orchestra, which plays in the lobby each afternoon during teatime, and then went upstairs to change for dinner. As I sat in my room, I thought me that I had made no entry on the financial record of my diary since leaving Nagasaki, so I hastened to put down the following items:

(Continued on page 63)



*A part of one of the observation cars on the Chosen Railway.*

## How They Get About in the Far East

The charm of travel lies in its new experiences.

The pleasures of going are of times as great as those after arrival.

The facilities of transportation have come to be the measure of civilization by which nations are judged. How people in foreign lands get about, how they move from place to place, what means of transport they have, are among the fascinating studies in the lands that lie across the Pacific along the Pathway of the Sun.

The ocean has been conquered by the great, powerful, safe, comfortable and luxurious steamships where the traveler lives amid the same conveniences as in his hotel or club ashore. When he steps ashore he realizes, perhaps for the first time, that here he really is a "foreigner," a stranger in a land whose people dress, live, work and think in a manner entirely apart from his own.

This is emphasized when he begins to move from place to place.

While rail service is practically on American standards, in Japan and China, and on British lines in India, Ceylon and Java, yet the local means of communication varies in each country, and perhaps in each section of the land.

Realizing the interest in this subject, the different forms of transportation in the cities of the Far East are depicted in the following pages. These photographs were taken for this section in Japan, China, Hongkong, Manila, Indo-China, Burmah and India. Many of them were posed especially for this use by Chester A. Doyle, who recently returned from a journey to these countries.



Above is the jinricksha, universal means of conveyance in the cities and towns of Japan. The ricksha men, as a class, are clean, amiable and willing, capable of tremendous exertion, and can jog along hour after hour without apparently tiring. After hours of steady going, they will take a cup of tea and a few whiffs at a pipe and be ready to be off again. The flag on the side of the conveyance indicates the hotel or company to which it belongs. This picture was taken under the cherry trees at Kasuga Park, Nara.

In the engraving at the top (right) is a basha, a springless stage, usually drawn by an undersized shaggy pony of unpleasant characteristics. This vehicle is used largely between villages and smaller places in Japan where no railroads are available. It is uncomfortable to ride in, the seats being narrow and the passage between them so small that passengers' knees bump into each other. The photo was taken at Takaradzuka, near Osaka.

The kago or chair in which the dignified Chester A. Doyle is sitting so uncomfortably en route up the mountain at Amano-Hashidate, is used principally on the hills and mountain trails of Japan where other means of transport are impractical. The basket-like seat is suspended from a thick bamboo pole which is carried on the shoulders of the bearers. For heavy loads three men are used, while light-weight passengers are carried by two.

Typical of Japan's progress is this portion of the splendid mountain highway near Amano-Hashidate. Cut from the cliffs itself and guarded by heavy stone railings, its smooth macadam surface offers a great temptation to the motorist. In the lower left corner is a Japanese lad riding sideways on the ubiquitous bicycle, which is constantly in evidence.



*In the circle a part of the Gion-dori, principal thoroughfare of Kyoto, is shown. Here modern electric cars, double-tracked down the center of the wide street, vie with motor cars, taxis, bicycles and rickshaws as a means of getting about. The handsome bridge spanning the river is of stone.*

*In addition to the ordinary sailing sampans and small passenger steamers, on Lake Biwa, near Kyoto, visitors can secure the use of such a smart craft as the motor launch pictured at the top (left). With its long racing hood and automobile top over the cabin, it presents a picture of speed and comfort. These launches can be secured on very reasonable terms for day trips over this lovely lake.*

*In sharp contrast to the modern motor launch just above it, is the craft shown in the center panel. This is used in making the trip down the Hozu rapids not far from Kyoto. The visitor takes the train to Kameoka, one of the stations on the river where the boats are entered. One man stands at the bow holding a long pole with which he fends the boat off the rocks in the course, while others stand at the sides and man the oar at the stern. The trip through the braving rapids takes about two hours and is full of excitement. The boats carry from four to twelve persons.*

*Motor transportation is recognized as the coming means of communication in Japan and new roads are being built by the government as fast as possible. These are wide and well protected and pierce the mountain passes with easy grades. Part of one of these at the left skirts the rocky seacoast on the Japan sea near Amano-Hashidate. This road extends from Kyoto to this point, a distance of nearly a hundred miles. It is one of the best in the Far East.*



On the overland train trip from Japan to China one meets a unique conveyance in Seoul, Korea. This is the palanquin, in which Chester A. Doyle is seen, saying adieu to Mr. Inohara, the manager of Chosen Hotel, before its entrance. This car is carried by two men, whose peculiar costume and funny little hats are decidedly out of the ordinary. Part of Chosen Hotel is seen through the gateway.

On Shanghai's busy streets one sees rickshas, street cars, autos and carts, as shown in the engraving in the upper center. These in the foreign section are fairly wide, and well surfaced, while in the native city they are narrow, uneven and dirty. The Chinese ricksha is lower and heavier than the Japanese, with strong wooden wheels.

In the center picture is an unusual picture of a camel train, just outside Peking's wall, en route for the north. Seated on the leader is Chester A. Doyle, who found camel riding vastly different from anything else. The camel trains at Peking are quite interesting to travelers. These awkward brutes, bearing heavy loads, come for hundreds of miles across deserts and plains with the rich merchandise for Peking's shops.

In Tientsin, chief city of the province of Shantung, China, reminders of the German occupation are seen in the low open carriages so common in former days on the streets of European cities. While not so fast as the modern motor car, they are exceedingly comfortable and pleasant to ride in. Mr. Doyle is seen here, before the entrance of the Grand Hotel of that city.







Slow but sure, and on a hot day much better than walking, is the wheelbarrow service, which is popular at Tsinanfu, China. There are thousands of these barrows, on which everything from human beings to fat pigs and merchandise of every sort is transported. The use of grease on their axles is unknown and the shriek of their wheels forms the monotone of daily life of that city.

In the country districts of China those who can afford it are carried in this sort of covered seat, suspended between two mules, as shown above. It is not an unpleasant contrivance, although not suited to any speed. Also subject to the individual eccentricities of each member of the mule team. Sometimes they are quite elaborate in construction and fittings.

On the right is a view of one of Peking's busy streets, where every form of transportation flourishes. As the capital city, it has for centuries attracted the wealth of the nation to it, hence the many kinds of vehicles to be seen. The Peking cars with their fancy tops, shown on the left and in the center of the picture, are indigenous to that city and formerly were indicative of the wealth and position of the owner. They are now rapidly giving place to automobiles, as Peking streets are wide and well suited for this use. The man on the donkey and the heavy wooden wheeled rickshaws are also common.



When Chester Doyle bade George A. Buts, manager of the Manila Hotel, Manila, good-bye, his camouflaged trunks went to the dock on a rude cart drawn by a caribao or native buffalo. A similar outfit is sometimes used by the natives for taking themselves and families for an outing.

Two forms of native transport are in use in Hongkong. The low, heavy ricksha, shown on the left, is used for ordinary traffic on the level streets of the business district of the city. They are to be found on practically every corner waiting for a fare.

The other popular means of getting about in Hongkong is the sedan chair, shown in the lower left. Swung on two long poles, the chair is springy and comfortable. In this picture Mr. Doyle is shown saying good-bye to T. Daigo of Hongkong, who has loaned him his chair and four uniformed bearers for the day. Ordinary chairs have two bearers, others four and even six, depending on the rank and wealth of the owner. These chairs are the only practical means of getting about on the steep hillside streets of this interesting city.

In the center is a Canton chair with three bearers, rather scrawny, but strong and will carry a man and his summer's sun. The narrow streets of the bustling capital make this the





only means of getting about. In some of the streets two chairs can barely pass.

Opposite it is a view on the Pearl river, where sampans provide the means of transport.

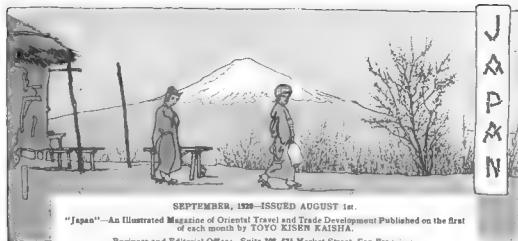
At the top (center) is one of the unusual type of ricksha, used at Darjiling, India. It is low and roomy, with heavy rubber-tired wheels, and is drawn by a team of men working on a pole. With a heavy load like Chester Doyle two pushmen also are used.

It would be hard to find a "hack" like that shown in the upper right picture, in the average city of America. It is, however, the popular conveyance in Singapore. The diminutive horse and giant driver are as out of proportion as is the load of bags and trunk.

"I traveled thirty-eight miles in this hut on wheels at Haipong, French Indo-China," wrote Chester Doyle, who is seen in the picture on the middle right. It was drawn by a pair of bullocks and was slow, uncomfortable and unpleasant. With the new roads now building in Indo-China, these carts will soon give way before the motor car.

This is not a circus parade, but shows one of the owners of the Minto Mansions Hotel at Rangoon giving his friend, Chester Doyle, a pleasant outing on his favorite elephant.





## EDITORIAL



ACCORDING to tourist and steamship agencies the long anticipated rush to Europe has become a reality and accommodations on trans-Atlantic ships is at a premium far in excess of pre-war days. The delay in lifting the ban on tourist travel by England months later than France, Belgium and Italy was explained as due to the fact that the large hotels in London were commandeered for Government use and were until this June unavailable for tourist uses. The Swiss Federal Railways (which is really the tourist agency for that country) have been doing considerable advertising of the attractions of that land, and other countries will likely follow the lead as soon as they can get the money necessary for such a campaign.

The lure of the battlefields with their appeals to the morbidly curious has been capitalized with commendable promptness, and automobile services inaugurated in all directions to make sightseeing of the battle-scarred territories more agreeable. In addition to the tourist invasion, the exodus of business men still keeps up, with the result that hotels and transportation interests are even now taxed beyond their capacity. Further additions to the crush will make travel in Europe exceedingly uncomfortable and expensive.

In a way this condition is similar to that which has prevailed up to the present time in the Orient.

Due to trade conditions, commercial expansion and increased industrial activities, the demands of the passenger movement across the Pacific has for the past four years been far in excess of the available accommodations on ships of practically all routes.

This resulted in a crowding that made such journeys less comfortable than under ordinary circumstances. The same conditions prevailed on shore, particularly at the ports, where, with the frequent arrivals of ships the hotels were filled all the time.

The International Sunday School Convention holds its meetings in Japan in October and will bring hundreds of delegates across the water. After the meetings these will scatter about in various parts of the Orient, returning probably before the first of the year.

With their return, passenger travel on the Pacific will in all likelihood lapse back to the normal of pre-war days, when the trans-Pacific journey was without question the most comfortable, delightful, healthy and pleasant of any to be found on earth's broad waters.

Such a return will be welcomed to prospective passengers and transportation companies alike.

Operating under forced draught, as it were, with every facility strained and overloaded, does not appeal to the average steamship management, and to be able to carry the maximum number of passengers who can be comfortably and properly cared for rather than the maximum the ship can carry, is usually the desire of steamship men, who realize that passengers must be happy and comfortable if continued business is to be maintained.

All of which brings us to the fact that despite the attractions of rebuilding Europe, the journey to the Orient is the wonder tour of all the world today, as it takes in new sights, new scenes, strange peoples, customs, and tongues. It is practically the only journey that makes one feel he is really a "foreigner" in a strange land.

The Orient is calling with an insistent voice. Now is the time to plan to go.

### A Sidelight on the Anti-Japanese Agitation in California

A California Senator, soon to come before the people for re-election, has been particularly prominent in anticipation of his coming campaign in stirring up the labor element against the Japanese. He is said to have practically dictated, or perhaps claims to have dictated, the insertion of the alien plank in the Democratic platform during the recent convention of that party in San Francisco.

The Governor of California, perhaps following the example of the politically wise Senator, has also been stirred up to write a vigorous letter to the Secretary of State at Washington on this subject.

One of the chief arguments against the Japanese is that they have taken by loose land, oftentimes abandoned by American farmers and through their industry and thrift have made money out of it. It is claimed that the arable land of the State is passing out of control of Americans and into the hands of the Japanese.

If such is the case, the fault lies not with the industrious Japanese, who is always willing to work and develop his acres, but with the American farmer or owner who is willing to let them go or lease them.

If they will not work the land some one must. And if the Japanese steps in and does what the American will not do, should he not be praised as a producing factor in the community, rather than censured?

In fact, what position would San Francisco be in today if all the Japanese farmers quit work at once?

Probably the city would be hungry within a week.



### Cost of Travel in Orient

"We have heard in the last day or two some rather disquieting news about Japanese prices at this time. From what seems to be reliable sources, we hear that first-class Japanese hotels make New York hotels seem cheap—\$38.00 to \$40.00 a day for two people. We expect to part with a fair amount of coin on this trip, but am extremely loath to go broke for the benefit of these people."

\* \* \* \*

"We have closed our house in Southern California, having found some fat moving picture people who were glad to rent it on a good lease at a fat rate."

"We have had twenty-five servants in seven months, and are thoroughly disgusted. We have just returned from New York, where prices have reached the limit of endurance."

"So we are leaving again for the Orient, as we know from past experiences, including the last trip when we were told rates that even at the present prices which seem abnormal compared to those of the old days, there is no place in the world where you can live as comfortably and at less expense than in the Far East."

The above letters were received from two travelers, each going to the Orient. The writer of the first one is en route to Japan for the first time and, as can be seen, is laboring under considerable apprehension of being overcharged.

The other letter is from a man who has been over several times and has kept in touch with conditions, and is going back because he knows that he will find there more comfort, luxury, pleasure and privilege for less money than he can find elsewhere.

Many returning travelers from the Orient have a fondness for telling what tremendous amounts they have paid for their pleasures. It apparently adds to their self-importance. Everyone, of course, is interested in knowing the cost of things, but some folks forget to say in the telling that the figures quoted are in yen and not gold dollars, which makes a very considerable difference. Thus when a traveler states that he was charged \$40.00 per day for himself and wife, he generally means 40 yen (which is the Japanese dollar and equivalent to 50 cents) or \$20.00 gold for two people. Most hotel rates in America are based on the charge for rooms only, and as such this charge of \$10.00 per person is not out of place in New York. But in the Orient all hotel rates are for rooms and meals, so that for \$20.00 gold (40 dollars Japanese) this traveler had room (probably with private bath) for two people, early morning breakfast, consisting of tea, fruit and toast, served in their rooms, regular breakfast tiffin (luncheon) and dinner in the dining room, with afternoon tea, toast, cake and marmalade served without charge in the rooms. In addition to these, grate fires are furnished in cold weather, without extra charge, electric fans are installed in every room as soon as warm weather begins, without charge. There are orchestra concerts, dances and other entertainments weekly, for which no charges are made. When all these things and the quality and variety of the daily menus served are considered, first-class hotel rates in the Orient are not as high as are asked at hostleries of the same class in this country.

Rates at the Grand Hotel, Yokohama, and at the Oriental Hotel in Kobe, which are the best and most progressive in Japan, and which are recognized as setting the standard for all the rest there, are from \$13.00 per person. This is but \$6.50 gold per day for all meals and extra service, while the top rate per person is 15 and 20 yen, or \$7.50 and \$10.00 gold, American plan, which rates, of course, applies to the most desirable rooms.

In other hotels, managed by foreigners, in Japanese cities, rates are considerably less than the above, while in the resort hotels, catering to foreign visitors, such as Miyanoshita, Nikko, Kyoto, Nuyayama, and elsewhere, the scale is decidedly less.

One frequent cause for complaint is found in the fact that, as a rule, tourists, not realizing the demand for accommodations, do not make their reservations ahead of time and are forced to take whatever is available, regardless of rate. Foreign hotels are filled to capacity, as American hotels have been, and therefore the arriving guest who wants only a 13 yen room may be forced to accept the only one open, which may be an 18 or 20 yen room. Under such circumstances he thinks he is badly treated and probably complains about it.

Another thing which is often lost sight of is that in the telling of experiences and expenses there is sometimes a tendency to include the wine bills. These, of course, are likely to be rather high, after the thirsty time spent on this side of the water.

Even the rates on the latter commodity, now only a memory in America, but living and pleasing factors in life on the ships and in the Orient, are just about the same as in the "good old days." For example, cocktails of all kinds are 50 sen (25 cents), as are liquors and cordials, while whisky, soda, ginger ale or mixed drinks are 60 sen to 80 sen (30 cents to 40 cents) per drink. These prices are practically the same as have prevailed for the past four years.

Viewed in the cold light of the facts, therefore complaint that living costs in the Orient are exorbitant is absolutely groundless. Compared to the cost of a few years back, they are much higher, as they are all over the world. But they are not higher than in this country, measured in gold dollars, which is the only standard by which prospective visitors should judge.

### Increasing Japan's Railway Efficiency by Widening the Railway Gauge

(Reprinted from the *Jiji*, well known Tokyo newspaper.)

Traffic on the Tokaido line is yearly increasing, and will reach dimensions beyond the capacity of the present narrow gauge track. As a matter of fact, the traction power of the line is already insufficient, and it is clear that steps should be taken to make good the deficiency. It is now reported that the Department of Railways has decided to convert the present double track into a quadruple one. This means the settlement of the long-pending question as to whether a narrow or a broad gauge should be adopted in this country, and the decision is in favor of the narrow gauge system if the reported proposal of the Department of Railways is carried into execution.

The laying of a double track costs about 400,000 yen per mile, so that the total cost for the distance of 370 miles between Tokyo and Kobe is about 150,000,000 yen, and when the cost of equipment at railway stations is taken into account, the total expenditure will amount to about 170,000,000 yen. This amount is larger than that necessary for the conversion of the narrow gauge into a broad gauge. Assuming that 85-pound rails are used, the broadening of the track between Tokyo and Kobe will cost about 220,000,000 yen, but against this amount the proceeds of the sale of the present narrow gauge rails are to be offset and the net cost will be about 30 per cent less than the cost of the proposed quadrupling of the narrow track.

Japan's resources are now large enough for broad gauge railways, and moreover, the considerable expenditure for repairs to the present narrow gauge track, which amounts to over \$100,000,000 a year, is sufficient to convert the track into a broad one over the principal lines of communication.



# Prominent on the Passenger Lists

## Interesting Items of Well-known People Traveling Across the Pacific

### John A. McGregor

Returning on the *Siberia Maru* after more than a year's absence, was John A. McGregor, former president of the Union Iron Works and one of the foremost ship constructors in America. He has been in the Orient in charge of the building and delivery of the thirty steel ships contracted for by the United States in Japanese and Chinese shipbuilding yards and his work being completed returned to Washington to make his report. Associated with McGregor in this work was J. L. Luckenbach of New York, who also returned on the *Siberia Maru*. Other members of the party were Mrs. McGregor, Mrs. Lucken-

bach, Mr. and Mrs. Campbell McGregor.

### M. H. Kanaya

Among the passengers on the *Tenyo Maru* was M. H. Kanaya, who with his brother, S. Kanaya, operates the excellent hotel of the same name at Nikko, Japan. He has been in America for a half year studying hotel management, arrangement, equipment and other methods which he hopes to apply to his hotel at home. Kanaya spent several months in New York and also visited the leading resort hotels of this country.

### Lt.-Gen. Nikolai Nikolaivitch Golovine

One of the distinguished passen-

gers arriving on the *Tenyo Maru* was Lieut.-General Golovine, formerly with the Russian army.

He commanded the Hussar Guards on the Galician front in 1914 and was wounded while commanding. During the latter part of the war he served as Chief of Staff of the Russian group of armies of the Rumanian front. Among his decorations for gallantry and distinguished services to the Allies are the St. George's Cross and Sword of St. George (Russian); Commander of the Bath (British); the Croix de Guerre and Commander of the Legion of Honor (French). Destination, London.



Above is shown Mrs. J. A. McGregor, who has been in Japan for the past year with her husband, and returned on the *Korea Maru*.

John A. McGregor.

Mrs. J. L. Luckenbach, seen above, is the daughter of Mr. and Mrs. McGregor. Mr. Luckenbach was his assistant during the operations in Japan.



The smiling countenance on the right (upper) is Mrs. Campbell McGregor, while at the left are Mr. and Mrs. C. C. Brauth, honeymooners, who are touring the world. In the lower central panel are Mr. and Mrs. Alexander E. Powell of New York and Mrs. M. C. McCutcheon of Pittsburgh, Pa. (right). Lieutenant-General Z. Matsura of the Japanese Army is on the right, and Walton N. Moore, well known San Francisco business man, appears on the left.

#### C. C. Brauth

Mr. and Mrs. C. C. Brauth, well known in business and social circles of Copenhagen, Denmark, arrived in San Francisco on the *Siberia Maru*, enroute to their home after having made a leisurely circuit of the globe.

#### Major Alexander E. Powell

After a six months' sojourn in the Far East, during which time they visited Japan, China, Philippines, India and Java in search of material for a new book, Major and Mrs. Alexander E. Powell returned to America on the *Siberia Maru*. Powell is a well known writer and is favorably known on the Pacific Coast through his experiences in riding a motorcycle from San Diego to Vancouver, which were told in serial form in one of the popular

magazines. In addition to his books and magazine work, Powell claims distinction as a discoverer of the wickedest city in the world. This is Tidalpa which, according to him, can give cards to Port Said or Harbin and beat them easily.

#### Frank Lloyd Wright

Returning from Japan, where he rebuilt the annex to the Imperial Hotel, Tokyo, in record time of sixty-eight days, Frank Lloyd Wright, architect of Chicago, was a passenger on the *Siberia Maru*. He also designed and is supervising the building of the main Imperial Hotel which will be completed in 1921 and will be one of the unique hotels of the world. He was accompanied by his mother, Mrs. A. L. Wright.

#### Walton N. Moore

"The Philippines afford one of the finest fields in the world for American capital," says Walton N. Moore of the Moore Dry Goods Company, who returned recently on the steamer *Tenyo Maru*. Moore went to the Orient as a member of the Chamber of Commerce friendly relations committee. He continued:

"There is no natural reason why Manila should not become a greater port than the British have made of Hongkong. Manila has every advantage as a harbor, having even better facilities subject to improvement than has Hongkong.

"It is to the best interests of the Filipino as well as to our own interests in our foreign trade that we



maintain our sovereignty in the islands. The native Filipino is predisposed to friendliness because of our treatment. He is given equal educational advantages and has had better economic and social conditions than ever before, and appreciates the fact.

"There is no tendency to assert independence of this country except what may be traced as purely political agitation on the part of the few. The native and American business interests favor further American development and to release our sovereignty would in the first place be regarded as a crime by a majority of the Filipinos as well as a most certain move to destroy our prestige as a world power."

Moore paid additional tribute to the hospitality of the Japanese, by whom he and the members of the party were handsomely entertained.

#### Julian Street

Julian Street, well known writer for various national publications, returned from Japan yesterday on the Tenyo Maru, with sufficient material for a series of articles which will ap-

pear within the next few months, and a book, he says. There is just one comment he makes on Japan in particular, and that is that there are too many comments.

Going out to Japan as a member of the Frank A. Vanderlip party, Street remained behind to walk through Japan for several weeks. He ate at the smaller hotels and absorbed the atmosphere of the country along with bowls of rice.

Before writing his articles on Japan he is going to make a study of the Japanese problems as they exist in this country.

#### Willing Spencer

Mr. Willing Spencer, first secretary of the American Legation in Peking, who has recently been transferred to the American Legation in Peru, with Mr. and Mrs. J. T. Spencer, his parents, arrived in San Francisco on the Tenyo Maru enroute to his new post.

He is a graduate of Harvard University and of Law Department of University of Pennsylvania. After two years in Department of State at Washington, he was appointed Third

Secretary of American Legation at Petrograd. He served as Second Secretary at Berlin for three years, and First Secretary at Tokyo in 1917.

#### Zacharias Schorr

Arriving on the Tenyo Maru was Z. Schorr, rubber and coffee planter and owner of the celebrated Gamber estate near Blitar, which is located on the slope of the great volcano, Mount Kloet, which was in eruption about a year ago and destroyed thousands of lives. He is enroute to New York and London.

#### F. W. Horne

After a six months' stay in California, Mr. Horne and Mrs. Horne sailed for Japan on the Tenyo Maru. He has been a prominent factor in Japanese business circles for many years and the Horne home on the bluff at Yokohama is one of the show places of that city. The Hornes are planning to return to California as permanent residents as soon as they can arrange affairs on the other side.



This group includes some of the best wrestlers in Japan who arrived in San Francisco on the Shingo Maru. They will give a series of exhibitions of their skill in this country. The three champions are in the middle foreground.

# DONALD THOMPSON—COSMOPOLITE

A sketch of an international character

**S**AILING on the *Siberia Maru* on a journey to Japan, Korea, Siberia, China, Philippines and "way stations," as he puts it, was Donald Thompson, the "stormy petrel of American newspapers." He has been given this name because wherever there is fighting and excitement in any quarter of the globe there Thompson will be found. Last time he was in San Francisco was early in 1919 when he was hastening from Siberia to Germany and the Polish front. Since then he has been all over Europe, into Turkey, Palestine and Egypt and he now is on his way back to the Far East in search of new material.

According to Riley Allen of the American Red Cross in Siberia, who interviewed Thompson for the *Japan Advertiser*, Donald Thompson is the champion big-game hunter of the world.

He doesn't figure in pictures surrounded by wreaths of elephant tusks or deerheads; nor standing with one foot on the prostrate neck of the lordly lion.

I never heard of his rooting the striped tiger out of the Bengal bush or trekking after hippos in South Africa—in fact, I don't know that he has ever bagged anything larger than the man-eating Kansas jackrabbit, and his wing-shooting may have been confined to bringing down the fabled Kansas grasshopper as it speeds toward its lair.

Thompson hunts—and gets—bigger game than that of the jungle, the veldt or the forest. Instead of a Savage or a Mannlicher, he carries a graflex and a movie machine—for his game is Man himself, and all the events in which Man is concerned, from politics to police raids, from crowds to campaigns, from women's conventions to war.

Thompson chronicles events through a lightning lens on a sensitized film. He makes impressions permanent; he turns ephemeral happenings into records beyond question or dispute; he writes history as history is made, moment by moment, day by day—clear, vivid and convincing. He goes where, in the terse American slang, there's "something doing," where life moves to an accompaniment of battle, murder and sudden death. Along his filmed highway there marches a great and picturesque procession of kings and princes and paupers; of generals and admirals



Donald Thompson, famous news photographer, who sailed on the *Siberia Maru* for the Far East.

and privates in the dusty ranks; of queens and courtesans; of the mighty and of the humble. Over this road move tragedy and comedy, the grave and the gay, the humors of life and its bitterness—success and failure, hope and despair—and life and death itself. He moves in an atmosphere of hurrying activities and emotions, in a clash of ambitions among the little men and the great, in a conflict of purposes amid which kingdoms and principalities rise and fall. His home for months on end is the camp or the field, his bed an army cot, his fare that of the soldiers and the sailors.

All this is part of the game played by the news photographer of today who goes high in his profession. And there is none higher than Donald Thompson of Kansas, New York and the world.

There is the veteran Jimmy Hare, loved of newspapermen the world over, now past the biblical three score years and ten, still in the arena. Thompson gladly shares fame with Jimmy and does him homage. These two are best known. Thompson, in his prime, is adding daily to his prestige and incidentally to the comfortable bank-roll which proves that some newspapermen can not only make but save money.

In April, 1906, he landed in San Francisco from Australia. I suppose he was broke, but that is a mere item. He had, however, a Brownie camera—possibly the biggest asset of his life.

For the next day or thereabouts the earthquake and fire shook the City by the Golden Gate into smoldering ruins and Thompson was on the job with his toy camera.

He spent three days and nights taking it all in. He saw the tottering walls and then the fire that made the ravages of the 'quake seem tame. On the third day he made his way to Oakland and caught a train east. He had already sent on all the films he could get away. Now he went east with more films and with an eye-witness story that had in it the dramatic punch and the accuracy of detail that metropolitan editors demand and love.

His pictures "went great." "And that," says Thompson, "waked me up to the possibilities of the news photographer." A neat sum in dollars made the possibilities strike home.

It was the first Balkan war that cinched his determination to make news photography his game. Meanwhile he had traveled a great many thousand miles and taken a great many pictures. Also been a special correspondent on notable "stories." His paper was the *New York World* and Donald Thompson's pictures began to be familiar to countless readers.

He went through that Balkan war and the second, when Bulgaria had turned on her allies just as Turkey seemed on the point of annihilation. And he has been through the third Balkan war—that of the Allies against the Central Powers.

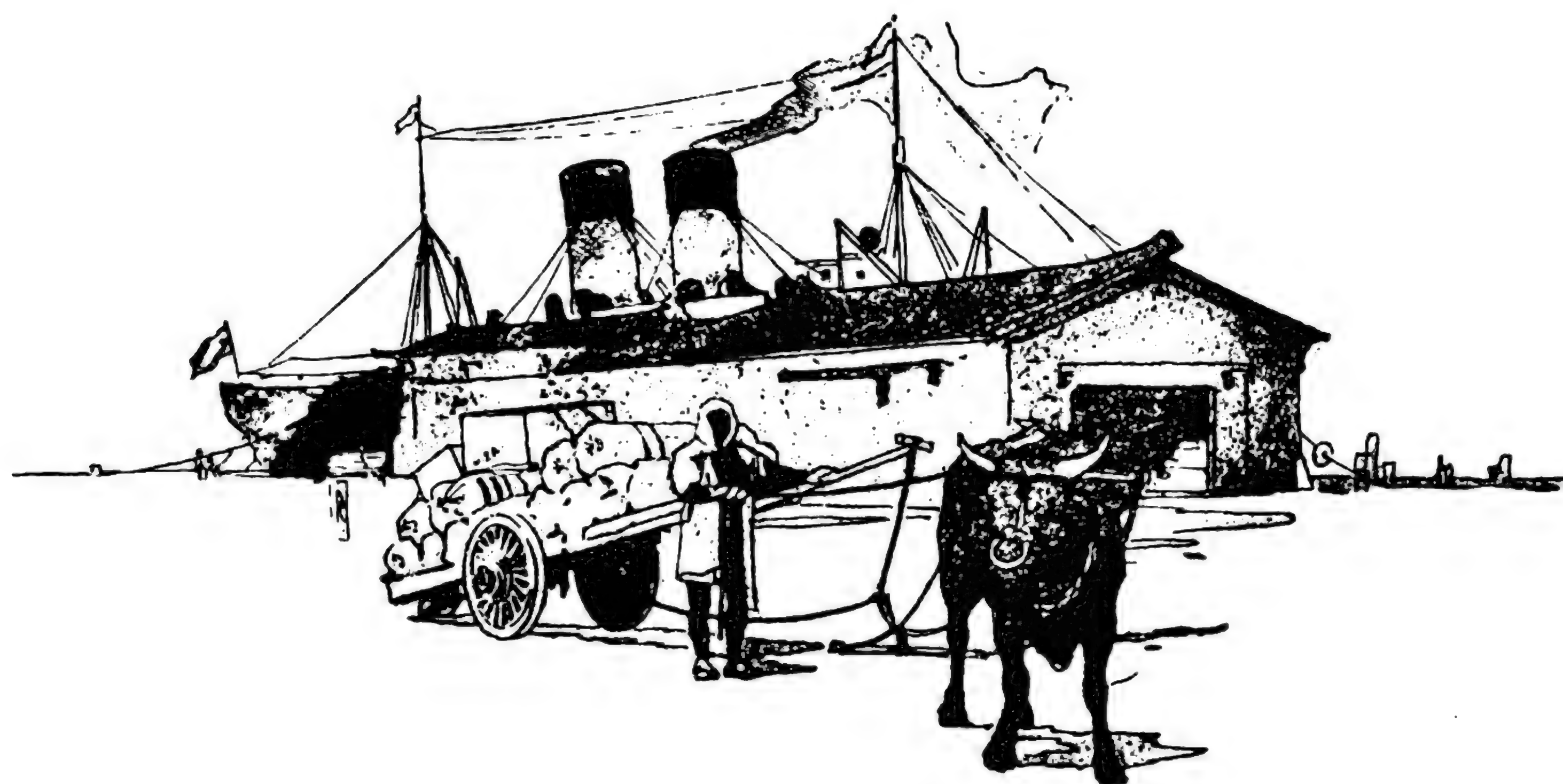
When the great European war broke out, Thompson was ready for it. He was in Europe when the Archduke of Austria was assassinated at Sarajevo. After a trip to Vienna, Thompson started for America with all speed. His nose for news had told him in Vienna that the biggest news story of his career was about to break and he prepared to get on the job.

He gathered together his graflexes and his movie cameras and went back to Europe. When he reached there, the big war was on. Thompson met the Germans where the British met them—at Mons. He saw the "first hundred thousand" melt away without breaking. And from that week far back in the mists of 1914, up to Christmas, 1918, when he left the Czech front in cold Siberia and started for Vladivostok and Japan, he was scarcely ever out of the sound of the big guns.

He has been on every front—

(Continued on page 51)





## International Commerce and Trade Notes

### Some Facts Regarding Cane Sugar Culture in Taiwan (Formosa), Japan.

By ALVIN FOX, B. Sc.

On a cane sugar plantation in Formosa (Japan) it is necessary to arrange a good system of drainage—the digging of drainage trenches is the first necessity, and this must be particularly well done. For this purpose the ground is divided into beds whose length and breadth vary according to the compactness of the soil.

The beds are separated from one another by small trenches, generally about two feet wide, whose depth varies according to the condition of the ground from two to three feet. The width of the beds varies from fifteen to thirty feet. The canes are planted in rows which run across the beds.

If virgin soil is taken in cultivation it must first be cleared of brush, then the wood burnt and after that the digging of the trenches can be proceeded with. Stumps often remain underneath, which are allowed to rot away and then are removed.

The cane trenches are next made. These are from one and one-half to two feet wide and nine inches deep, with a distance between the rows of five feet. On land which has only just been brought under cultivation the distance allowed between the rows is eight feet, owing to the strong spreading of the cane; on older ground the distance is generally five feet. The soil which has been dug out is piled up between the rows in banks.

The cane slips, each consisting of four joints, are now placed in the trenches.

The slips are generally planted under a slight slope in the ground which has been prepared (cultivated) and

no doubt a "Dunham Cultivator" would be just the cultivator for this purpose to hold the moisture in the soil, make the soil fine and loose.

The cane is planted so that the eyes are facing the northeast trade winds, and the attention which the cane then needs is earthing up, turning over of the ground and the cleaning of weeds, etc.

Cane is generally banked up twice, once when the plants are three months old, and again when they are four to five months old. When it is banked up for the first time the dead leaves are often taken away. Actually this might in some cases be called "cleaning." After that it is twice cleaned and the dead leaves taken away from the stems, first when the cane is four months old, and again when it is nine months old.

The natural time at which these operations are performed depends upon the seasons. Turning up the ground generally takes place before the cane is three months old. On some sugar plantations all the banks are turned over; in other places every alternate one. All these operations are carried out by manual labor, and it is generally reckoned that about two men per acre is sufficient.

Heretofore reference has been made only to new fields of sugar cane—but in Formosa the same cane is used for a second and even as many as five crops are obtained from the same planting.

After the cane has been cut the stubble is burnt on the fields or buried. In the latter case it is piled up on the banks and then turned in by using pitchforks. Here, again, stubble may either be piled on every bank or on every alternate one.

### Resources of Kamchatka To Be Surveyed

#### Party of Swedish Scientists to Explore Little Known Peninsula and Study Animals.

An expedition, fitted out by the Swedish Society of Anthropology and Geography of Stockholm, left Yokohama for the purpose of making a scientific survey of the Peninsula of Kamchatka. The explorers will go by way of Hokkaido. Headquarters will be at Petropavlovsk and the work will last for at least two years.

The members of the expedition are scientists from the University of Stockholm and are under the direction of Mr. Even Bergman. They are prepared for a zoological, botanical, ethnographical, geological and geographical survey of the whole peninsula. The collections will be donated to the Swedish Geographical Society and to the University of Stockholm.

This country is known to have a rich and varied flora and fauna but it is comparatively unknown to scientists. The plant life is particularly interesting, as it is unusually extensive for the high latitude and many of the forms belong to regions much farther south. Birds and animals are numerous, and as far as known, are similar to those of Alaska.

Kamchatka is of peculiar interest to the Swedish people, as it was two Swedish officers who first made the northern passage from Russia. In 1712 two Swedish prisoners of war, Henrik Busch and M. Molin were ordered by Tsar Peter the Great to attempt the sea route to the north. They were successful and landed at the settlement now known as Petropavlovsk.

(Continued on page 40)





# The Palace Hotel

Management of Halsey E. Manwaring.

where *Historic Ties*  
for seventy five years have bound  
the "Occident" to the "Orient".

700 Rooms  
700 Private Baths  
European Plan.

In the heart of  
the financial district.  
*San Francisco, California*



## INTERNATIONAL COMMERCE

(Continued from page 30)

The exploring party is well fitted for making a thorough survey of this little known land, and in addition to the necessary equipment for collecting and preserving scientific specimens, is a moving picture outfit and photographic apparatus. Photographs are particularly valuable for the taxidermist in mounting groups of animals.

The Tokyo Foreign Office is much interested in the expedition and has assisted in every way possible to make the trip successful. The party consists of Mr. Sven Bergman, Mr. Rene Malaise, Mr. Eric Hulten, Mr. Ernst Hedstrom, Mme. Bergman and Mme. Hulten.

### Summer Palace of Manchu Prince to Be Site of New Peking University

**\$3,600,000 to be Spent on New Home of American-British Institution**

Grounds of the summer palace of a Manchu prince, on the road to the Western Hills just outside of Peking, are to be the site of a group of new buildings, constructed in the best style of Temple architecture but with interiors of the most modern American type—the new home of Peking University, an American-British institution, if plans announced recently are successful. More than \$3,600,000 is to be spent on the new plant of China's great educational center.

Most of the money for the original outlay is expected to come from American sources but the Chinese are adopting a new attitude towards foreign educational standards and, according to Dr. J. L. Stuart, president of the University, who is now in Shanghai, it appears certain that sufficient funds will be raised in this country to establish and maintain the main vocational and other special chairs that are included in the program.

### Service Bureau Is Planned

An Industrial Service Bureau, to be the "eyes and ears of the university," according to Dr. Stuart, will be a novel feature to be established by the University within the next few months. This bureau is to act as a go-between for students who are qualified for positions in the industrial and commercial world and the employers who need men of their particular qualifications. And another important function it will perform is that of putting foreigners in touch with commercial and industrial conditions in China and Chinese in touch with outside interests. Because of the wide-

spread organization of the united missions in China the facilities of the new bureau could not be reproduced without the expenditure of many millions of dollars. At the outset it will have at its back an organization maintained at a cost of \$10,000,000 annually and a fund of information, particularly with regard to the interior of China, not to be found anywhere else.

"Mr. L. H. Bocker of Shanghai has been named secretary of the bureau," said Dr. Stuart, "and I wish to say that his appointment was because of his training; he is particularly qualified to make a great success of the enterprise."

(Continued on page 44)



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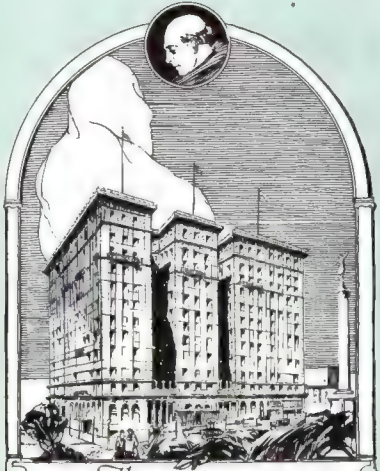
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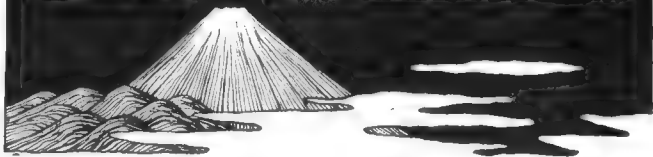
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## IN JAPAN & MANCHURIA



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YAMATO HOTEL

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## HOW I TOURED THE ORIENT

(Continued from page 24)

## Manila Expense—

Drinks at Manila Club.....	Pesos 2.50
Motor car at Manila (3 hours at 5.00—15.00) my share .....	5.00
Dinner and tips at Manila Hotel .....	3.50
Golf Club rent and ground fees.....	2.00
Drinks at Elks Club .....	2.50
Postage .....	.50

## Tips on Leaving Ship at Hongkong—

Room boy .....	Pesos 1.50
Table boy .....	2.00
Bath boy .....	1.00
Boots boy .....	.50

5.00

## At Hongkong—

Hotel Porter .....	1.00
Chairs to tram .....	.10
Tram fare to peak .....	.10
Drinks .....	1.50

2.70

Total up to and including first day in Hongkong...17.45

Next morning after breakfast I went to Toyo Kisen Kaisha offices, only a minute's walk from the hotel, to arrange for my reservations back home on the Tenyo. Here I met the genial passenger agent, Frank Travers, presented my order for return ticket and asked him, if possible, to give me the same comfortable cabin I had coming out. Although the traffic was very heavy, he was able to do this for me, so I felt well pleased with my prospects. We chatted about different people and things and found we had several mutual friends. On the strength of these acquaintances Travers suggested that he would put me up at the splendid Hongkong Club. We went over and took a look through, which I was very glad to do, but I decided, out of my previous experience with clubs and my limited finances, that I had better stay away. I spent

the afternoon wandering about the business part of the city, visiting the shops and public buildings and, late in the afternoon, climbed aboard one of the double-deck street cars and rode down the shore, past Happy Valley with its race club and golf course, to Quarry Bay, where the Tenyo was in dock—and back again. This was a most fascinating ride through part of the Chinese City and, for most of the way, close to the waterside with its constantly changing panorama of marine activity always before you. I returned in time to sit and listen to the music in the lobby, where I met a number of interesting people through mutual friends.

The next five days were busy ones, each filled with entertainment of a different sort. I went by train to Happy Valley and played golf over that course. I took a motor tour around the island over the newly completed scenic highway, that is one of the most beautiful drives in the world. It covers a distance of about twenty-five miles (24¾), every mile of which presents superb views of sea and mountain. We stopped on our way to visit the new Repulse Bay Hotel, the seashore resort operated by the Hongkong Hotel and the golf club at Deep Water Bay, close by. This was the second course of the Royal Hongkong Club that we visited, the third and most interesting being the remarkable eighteen-hole course at Fanling, twenty miles away on the mainland. This I did not have time to go to, much as I should have liked it. I spent a day in Kowloon, the old Chinese city on the mainland, opposite Hongkong, and saw the officers' club golf course there, a nine-hole affair of undeniable sportiness. Beside covering the whole city thoroughly I spent another day on a "hike," climbing the Peak and down the other side to Deep Water Bay.

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Upholstered Furniture and Fabrics.  
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SAN FRANCISCO





## INTERNATIONAL COMMERCE

(Continued from page 40)

## To Have New York Offices

In addition to the Peking headquarters the University has offices at 156 Fifth Avenue, New York City.

Changed attitude of the Chinese in high circles towards foreign educational efforts is probably best shown by the action of General Wang Tieh-shan, who has publicly announced that he expects to have ten more years life of activity and has volunteered to devote it to Peking University. General Wang was high in Manchu circles and has held many important posts. He has also refused to accept many high positions in the government in recent years. But, unofficially and without remuneration, the general is the confidential adviser to President Tsai.

"Technical knowledge with which to develop China's resources and a higher plane of morality are the nation's greatest needs," the general is quoted as saying, "and I consider the work undertaken by Peking University to be the best medium through which those needs can be supplied. Therefore, I want to give the remaining active years of my life to aiding the institution."

## Goals After Site

To prove that his words were not idle, the general at once set about the undertaking of securing the Manchurian prince's palace grounds as a site for the new buildings. It appears now that he is going to be successful in the undertaking.

Peking University is an unique institution. Until two years ago there were three American schools and one British school in Peking. None of them was a large institution and their efforts were hampered by lack of co-operation. It was decided to form a combination and unite the efforts of various institutions by the creation of one inter-denominational university. This was done and today, in temporary quarters, several hundred men and women students are being given courses along vocational lines as well as the arts and sciences.

## New Electric Line Between Osaka and Kobe to Be Opened

Traffic between Osaka, the great manufacturing center of Japan, and Kobe, the thriving seaport, has been congested for a long time and this fact induced the building of a tram line. Mr. Nakamura, managing director of the new line, has just completed an inspection and has expressed satisfaction with the progress made.

The new tram line follows the foot

of the hills, passing through Sumiyoshi, Mikage and other residential districts between Kobe and Osaka, reaching Kumochi at the terminal of the city tram line. The Kobe terminus is near the Kobe Higher Commercial School and the Kwaneai Gakuin. It is expected that much traffic will be diverted from the government lines because of the saving of time and the scenic attractions along the route.

The new line between Osaka and Kobe was opened about the middle of last month, and makes the run in forty minutes, a saving of twenty minutes on the present methods of transportation. Work on the new line was commenced three years ago and proceeded so quietly that the general public was not aware of its existence. The scheme was promoted by a number of business men of Kobe and Osaka and cost approximately 15,000,000 yen.

## Work Started on New Steel Plant Near Peking, China

According to Lawrence J. O'Loughlin, well known consulting engineer of New York, who returned recently from an extended stay in China, the first unit of a modern steel plant, financed by American capital will be erected shortly in Peking.

(Continued on page 49)

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*and Meetings of all kinds*

**BANQUET CAPACITY**

**350 PERSONS**

*European Steward  
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stage with scenery, lights  
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**KENT W. CLARK**

# Pershing Square, New York City

**W**ITHOUT a visit to New York, now become the great financial, business, art, literary and social capital of the world, a traveler cannot really know America. Arriving in New York from the Far East by way of the West, one alights at the Grand Central Terminal, in front of which, and named after the Commander-in-Chief of the American Expeditionary Forces in Europe, is

## PERSHING SQUARE

Facing Pershing Square or adjoining the Terminal, are five of the world's greatest hotels—in fact, it is these hotels, with the Terminal, that make the Square a center of wonderful monumental architecture—for these great structures strikingly symbolize the energy, strength and power

distinctive of the American spirit in building. Pershing Square is not only one of the great nerve centers of New York, but from it flow in every direction the great arteries of transportation, the subways, elevated and surface cars that reach every part of Greater New York. Fifth Avenue, the fashionable shopping district, is only one block away, and the majority of clubs and theatres are within a few minutes walk.

The hotels of Pershing Square, five in number, are THE BILTMORE, THE COMMODORE, THE MANHATTAN, THE BELMONT and THE MURRAY HILL. Each has its own subway entrance. All these, together with the ANSONIA, a great hotel at Broadway and Seventy-third Street, are under the direction of

JOHN McE. BOWMAN, *President*

## THE BILTMORE

Forty-third Street and Madison Avenue

If you were to ask which of the New York hotels typifies all that is best and brightest in American social life, there could be but one answer. To the Biltmore come the men of affairs and the men and women of social position from every part of the world. Foremost always in the adoption of new features that make for the



THE MURRAY HILL (Proposed)

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# -and America's Foremost Hotels

happiness and pleasure of its patrons, it is recognized as the smartest place in the city at luncheon, tea time, dinner and supper, when always fashionable throngs are in attendance. Who has not heard of its Italian Garden, its Cascades and its cuisine? The Biltmore is under the personal direction of

JOHN McE. BOWMAN

## THE COMMODORE

Forty-second Street adjoining Grand Central Terminal

This newest and most distinctive of all hotels, opened January 28th, 1919, was planned and constructed so that expense of operation could be reduced to a minimum. This makes it possible for THE COMMODORE to be the most moderate priced hotel in the world for the advantages offered. Its Lobby, a great Italian Courtyard, is the largest hotel lobby, and its grand ballroom, which will seat 3000, is the largest ballroom; and with its 2000 rooms and 2000 baths, it can entertain comfortably more guests than any hotel in the world.

GEORGE W. SWEENEY, *Vice-President and Managing Director*

## HOTEL MANHATTAN

Forty-second Street and Madison Avenue

The HOTEL MANHATTAN has long enjoyed the prestige that comes from patronage by people who wish the best of everything. It is convenient to the fashionable shopping and theatre

districts. The lobby, which is famous for its mural decorations is also noted for its hospitable atmosphere, giving the appearance of a great club room.

PAUL B. BODEN, *Vice President and Managing Director*

## HOTEL BELMONT

Forty-second Street and Park Avenue

Ever since the Belmont was opened, it has been the stopping-place of men prominent in finance, business and the professions. The unusual size of its living rooms, the sleeping rooms, its fine furnishings—in general its quiet, unobtrusive luxury, combined with the highest degree of comfort and convenience—stamp it with a distinction that appeals to travelers who appreciate these things.

JAMES WOODS, *Vice President and Managing Director*

## MURRAY HILL HOTEL

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Two generations of patrons have enjoyed and esteemed the present MURRAY HILL HOTEL and its popularity has never waned. It is a big, homelike hotel and famed for comfort, but it will give way in the near future to a great NEW MURRAY HILL, which is to be the last word in hotel construction for a long time to come. This will be the tallest hotel building in the world.

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New steel, concrete and brick structure. 400 Rooms, 300 Connecting Bath Rooms. A high class hotel at very moderate rates. Homelike comfort rather than unnecessarily expensive luxury. The Stewart is known favorably in the Orient, the Antipodes, the Hawaiian Islands and to the Tourist. In the center of the theatre and retail district. On ear lines transferring to all parts of city. Motor bus meets all trains and steamers.

CHARLES A. and MARGARET STEWART, Proprietors

## The World-Wide Interest in Japanese Art

### Artistic Feeling Finds Expression in Rich Carvings and Delicate Designs as well as in Paintings and Prints

"The sphere of the arts is the common meeting-ground of the civilized nations. In that sphere they can attain to a genuine sympathy with one another, a genuine understanding of one another's character, and a mutual liking and respect, for in it they are undisturbed by national rivalries, political or commercial. Moreover it is in that sphere that the finer spirits in every nation find expression and learn that they are akin," says Edgar Jepson, well-known English writer.

"For the last twenty years the interest of the English in Japanese art has been steadily growing; for the last four or five years it has been spreading with a trebled rapidity. Every month sees important additions to the ranks of the English admirers, collectors, and students of Japanese art. It is by no means merely a metropolitan interest. In my own limited experience I have during the last year myself come into touch with a number of collectors in Glasgow, Sheffield, Stourport, Newport, Newcastle, Coventry, and Liverpool, which means that there are hundreds of others in the provinces. In London itself I know scores. This is a most important and gratifying fact for it means that a genuine appreciation of the Japanese people, its character and its genius, is already widespread throughout the country and spreading yet more widely.

### A Valuable Study

"For my part I wish that I had begun to study the Art of Japan ten years earlier than I did, for it had been of incalculable benefit to the development of my taste and sense of beauty—of greater benefit, I am sure, than a like study of the art of any European people. For Europe has little or nothing to teach Japan in the matter of arts.

"My personal taste lies in the direction of the plastic arts; and I have collected netsuke (carved ornaments for handbag handles) and tsuba (sword-guards). I enjoy a fine Kiyonaga, or Harunobu, or Hokusai; but I do not derive from a fine print the stimulation and delight I derive from a fine netsuke or a fine tsuba.

It was one of the brothers de Goncourt who first pointed out that there were Michael Angelos among the makers of netsuke. To me they are a course of the greatest delight. I have a box-wood horse, an ivory diver, a dancing Chinaman, all three by unknown artists, and a cherry wood sparrow by Teichi, which seem to me the last words in art. They are the very soul of all horses, all divers, all Chinamen, and all sparrows. In the interpretation of the world, art cannot go further; and besides them the work of any English sculptor of today seems empty and tame. Also it is a satisfaction to me that Japanese connoisseurs to whom I have shown my collection always admire the masterpieces which most appeal to me. For the elaborate netsuke, sometimes marvels of virtuosity, but all detail and no line, made for the uneducated European market, they have as little liking as I have myself. It is indeed a pity that so many Japanese ivory carvers of today should have deserted the old tradition and waste themselves on producing these pretty or ingenious ornaments for vulgarians.

"The heart of the educated Englishman goes out to these matters in ivory and metal. He feels that across the gulf of the ages and the oceans the people who produced them is truly akin to himself, more closely akin indeed than some of the Western nations soaked in industrialism. He feels that through this art he comes in touch with a virile race which has the true sense of the things which matters. It is of good omen for the future of the world that every year more and more educated Englishmen are coming to recognize this essential kinship with the people of Japan."

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San Francisco**



## INTERNATIONAL COMMERCE

(Continued from page 44)

Discussing the project, he said: "All excavation work for the blast furnace has been completed, the plans have been made and we have only recently ordered the equipment which should be here within ninety days. The first unit of the steel plant will be the 250-ton furnace and this should be in operation in eighteen months. After a lot of surveying we finally selected a site ten miles west of Peking on the Yungting River. This site is surrounded by heavy deposits of iron ore, limestone and other raw materials.

"The undertaking is being carried out by the Lung Yen Mining Administration, half of whose capitalization is subscribed by the Chinese Government and half by private capital. The cost of the initial work will be about \$3,000,000."

"The enterprise," O'Laughlin continued, "is a long step forward in the industrial development of the country. Ultimately, when the steel plant is completed every form of steel and iron product the country may need can be obtained from this source. The Chinese workman, incidentally, makes an excellent one. He may be slow in 'catching on' but when he understands what is wanted he is as efficient as workers to be found in similar lines in the United States."

At present the only steel and iron plants in North China are the four blast furnaces and steel mills at Hankow. These are owned and operated by the Hanyehping Mining Administration. Two more are under construction some distance down the Yangtse Kiang River from Hankow at Tayeh.

## Lewis L. Clarke

Nippon is undergoing an evolutionary period from which she is to emerge purged of the results of past mistakes, according to Lewis L. Clarke, president of the American Export National Bank of New York.

Clarke went to the Orient as a member of the Frank A. Vanderlip party, which, with the Thomas W. Lamont and Wallace Alexander party, arrived in Japan about the same time to place before the Japanese the straightforward attitude of this country in financial and political matters.

## Japanese Hospitable

Clarke arrived here yesterday on the steamer Tenyo Maru. Generalizing his impressions after six weeks' visit in Japan Clarke made the following statement to San Francisco newspapers:

"The Japanese are most hospitable and in order to appreciate their many

good qualities and the spirit which is developing today, one must come in close association with the Japanese in their own country. They have a most wonderful and beautiful country, are very progressive and industrious and have shown tremendous development of their resources and can feel justly proud of their place in the business and manufacturing world.

"In the past the Japanese have undoubtedly made a great many mistakes, which is most natural with a growing and developing nation which has, so to speak, come out of seclusion. In my opinion they appreciate the mistakes of the past made under the influence of their militaristic form of government, and it seems to me there is a more democratic and a more broadminded spirit developing and spreading.

"I do not believe there is any question but that within the next five or ten years the Japanese people will take a different view regarding many situations, that they will be stronger and will carry on business and conduct themselves on foreign soil in a way to create admiration for them.

## Support Urged

"The spirit which is developing today must be earnestly and actively supported by all far-sighted Japanese in order that it may be powerful enough to counteract the influences of the past.

"From my close intercourse with those higher up, the new Japan which a prominent Japanese spoke of a few years ago as being in process of development, appears to be materializing and I feel sure that with this development Japan will in future be in a position to feel more proud of itself as one of the great nations of the world."

## J. W. Harriman

J. W. Harriman, president of the Harriman National Bank in New York City, member of the New York Stock Exchange firm of Harriman & Co., who returned from a six months' tour of the Philippine Islands, China and Japan, on the Tenyo Maru, expressed considerable doubt as to the value of the recent two weeks' flying visit of leading allied bankers to the Orient, which resulted in a rapid formation of a consortium for the exploitation of Chinese raw materials.

Harriman interviewed on the ship, said:

"I am glad to think that English and French bankers now members of the consortium are in a position to join American and Japanese bankers in this exploitation, and yet I do not quite understand how this is possible.

## Annual Interest Worries

"According to newspaper reports published recently, the two countries, England and France, claim to be in such a state of financial distress they cannot pay even the interest on their debt to the United States. How can it be that English and French bankers are eager to invest capital in a country lacking a stable government—namely, China—but claim bankruptcy when it is suggested they invest their money in a country with a stable government, or, in other words, pay their debt to the United States?"

"The mere payment of the interest of the debt would immediately and materially reduce the high cost of living and taxes in this country. Should England, for instance, pay the interest on her debt to this country, she would still be better off than we are, for the following reason:

## Interest Ten Billions

"The interest, which annually amounts to ten billion dollars, would, if paid, reduce her total debt 33 per cent, or down to a figure of \$26,000,000,000, and this would correspond exactly to the debt of the United States incurred by the war; and yet England would have colonies she never had before and a vastly increased merchant marine."

During his six months' trip Harriman made a close study of existing conditions in the Orient from the point of view of the layman bent on meeting the common people rather than hobnobbing with the high lights of finance and commerce. He lived, hunted and fished with the natives, and in this way got in touch with the thoughts of the average man.

## Baron and Baroness Bistram

Baron W. Bistram, formerly connected with the Russo-Asiatic Bank of Yokohama, and later at Shanghai and recently with the Guaranty Trust Company of New York, accompanied by his wife, Baroness Bistram, arrived in San Francisco after harrowing experiences in Siberia on the liner Tenyo Maru.

They are here for the purpose of aiding the starving Russian officers and peasants who are now refugees from the Bolsheviks in Shanghai. Telling of the terrible trip through the snow-laden wilderness of Russia,

(Continued on page 50)



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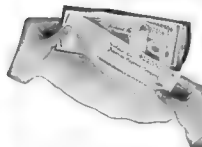
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Baroness Bistram said:

"My husband and I left Shanghai to visit our castle in the Baltic province near Petrograd for the purpose of securing some valuable papers of my husband's that he was forced to hide in our home when the Germans took possession of the place.

"After securing the papers we proceeded to Tobolsk. While there the people were in such a state of starvation that they took command of the former governor's residence and appropriated the suite occupied by the late Czar. An auction of the suite was held and my husband purchased the bed used by the Czar for \$125.

"Previous to the purchase of the bed we were forced to sleep in any available place we could find, as the place had been ransacked by the Bolsheviks. We made our way from Tobolsk on horses and while nearing Omsk we were attacked by wolves. We finally made our way to Omsk and thence to Harbin via Irkutsk and then to Shanghai.

#### New Japanese Organization to Classify New Ships

The Imperial Marine Society has been duly authorized by the Department of Communications to classify newly built ships, make surveys, and to attend to other business connected with merchant ships. This means a considerable boon to the shipbuilders of this country.

Hitherto classification, surveying, etc., of ships in this country have been exclusively attended to by Lloyd's of London, and this often has necessitated a delay in the necessary procedures. The Japanese shipbuilders have long wished to make arrangements whereby the duties of Lloyd's or a similar body can be delegated to an organization in this country. With this end in view the Imperial Marine Society has arranged to act as such a body under arrangements with the British Corporation, of Glasgow, a rival of Lloyd's, which has similar affiliations in America and Italy. In order to carry the arrangement into effect, it is necessary that the regulations of the Department of Communications, which controls merchantmen, should be modified, and this modification has now been carried out.

Under the new regulations the appointment of the officials of the Imperial Marine Society, who attend to the classification, surveying, and other businesses is subject to the approval of the Department of Communications. According to an announcement in the Official Gazette, the officials appointed number twenty-one, including such eminent authorities as Dr. Shobo Sakurai and Dr. Shunjiro Kobayashi.

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## DONALD THOMPSON

(Continued from page 27)

France, Belgium, Russia, Italy, Serbia, Mesopotamia, Siberia. He has covered more ground, it is said, than any other photographer or correspondent. And he has been where the "big stuff" was breaking."

The war photographer cannot take his pictures from bulletins at staff headquarters. He cannot get his negatives from eye-witnesses or official observers. He must go out in the field, into the trenches, up in aeroplanes, under the barbed wire and across No Man's Land. He must be under bombardment; he must take his chances with death just as the men do who hold those front-line trenches and stand alertly on the fire-step.

And on the retreats—Thompson saw several of them those first years

—he is just as likely to be caught in the rear of the retiring army as the machine-gun chaps who are told to stay behind and hold a position until the main columns can get away.

No sketch of Donald Thompson could tell all about his adventures and escapes: they were so numerous that they became the accepted order of his life. He was at Antwerp when it fell; high in the building of the American consulate he cut a hole in the close-drawn steel shutter of a window, and through this hole worked the lens of his movie camera, then through the hole he took the entry of the Germans, the review of the troops as they marched victorious through the burning city.

That picture, hurried to London, gave to thousands upon thousands who saw it in a movie theater their

first news that Antwerp had fallen. A drama of war and one of war's tragedies was unfolded before their astounded eyes.

Early in the war he was pro-Ally, and some of the finest work for the Allied cause has been done by Donald Thompson. He was against Germany when he saw what Germany did in Belgium—and he was against Germany so effectively that Germany set a price on his head. How Thompson laid five hundred pounds with a certain very famous Britisher, that he could get into Germany and take pictures there—and get out again—also how he did the trick, is a long story in itself, and one that he tells with much relish.

He has been wounded three times. The first was at Dixmude. A bullet got his left eye and the sight is gone, but out of his right eye, grey, steady and inquiring, he sees more than most people with a whole pair. Another wound is a fracture of the skull—shrapnel, and it was shrapnel, too, that stiffened a hand in Italy.

He is not a big man but his body is a dynamo of energy and ideas fly from his brain like sparks from an emery wheel. His body is lithe, trim, lean, wiry; he can pick up two heavy cameras and cases and a tripod which in itself is a complicated and burdensome engine, and with these, he gallops into action like a sprinter in a hundred-yard dash. "Carry your own cameras and then nobody but yourself is to blame if they don't get there," he says.

Like all successful camera men, he knows how to get unwillful or unruly folk to stand for being photographed. He works rapidly, with a jim kind of unhasty speed which turns out pictures in incredible numbers; he jokes with his crowds, they watch him intently and end by helping him. And though he has taken scores of thousands of pictures, he never skimps nor is careless. He will work for minutes to get a focus just right—and when he has to shoot on a chance, his determined self-training makes his guess right.

He has photographed every crowned head in Europe—several from which the crowns have since been removed, including that of the kaiser. He has crossed the Atlantic thirty-four times and the Pacific seven. He has written four books on the war, all of them rapid-fire sellers, and has just finished a fifth on his recent experiences in Siberia. And his movies of the war—they are the kind that make glad the hearts of the theatrical tribe. In the parlance of Broadway, Thompson's war films

(Continued on page 32)

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# DONALD THOMPSON

(Continued from page 51)

"pack 'em in." He talks to crowds whose films are shown and the combination is a record-breaker.

I asked Thompson what he considered the best picture he ever made.

"A film of an air-battle between a French and a German machine, with our aeroplane above them and the aircraft guns of the Germans shelling me," he answered. Incidentally, the Frenchman "got" the Hun and Thompson returned to the hangar with a wonderful movie of the fight.

He has had so many close calls that he finds it hard to make comparisons. Nothing has been closer, he considers, than a little event at Ekaterinburg, Western Siberia. He and an interpreter took a drosky downtown one night. As usual, something was doing. Wherever Thompson is, look for trouble. He flies to it as straightway as an iron filing to a magnet, drawn by a law as inevitable as gravitation.

This night there was a political fracas. The cabinet ousted at 'Omak by the Kolchak dictatorship was at Ekaterinburg. Someone conceived the idea of issuing a political manifesto in the shape of a large bomb. It was issued just as Thompson in his drosky arrived on the scene.

The explosion shook the street, shattered all the windows, tore up trees, wrecked houses and killed eight and wounded sixteen. Thompson was in the thick of it. He came out with a scratch. Like-wise did his interpreter, the horse and the driver.

With all of his experiences, he remains as natural and unaffected as one of your real Kansas farmers—who, by the way, he likes to imitate and does so very effectively. The fact that he has from various sovereigns a string of decorations that would make his chest look like that of a life-guard at a bathing resort hasn't altered the size of his hat-band. Included in these decorations are the St. George's Cross of Russia and the Order of Leopold, the latter given him by King Albert of Belgium. He has had several military commissions—captain in the Royal Guard of Petrograd; a Belgian rank, and a captaincy (infantry, unassigned) in the American army. But he doesn't travel on his laurels. He likes to sit down with a bunch of congenial souls and tell stories of his experiences—and the congenial souls certainly do like to listen—but there isn't a suggestion of "pose" about him. He frankly enjoys his success but he has neither made him up "upstage" nor taken a whit from his burning energy to go on to new achievements.

He is on his way to the Orient

again now—headed for the center of things, for the stage where big events are moving, as unerringly as a homing pigeon to its loft, drawn by as strange and unflinching a sense.

There he will hurry, with his cameras and his bags and his pocket edition of a typewriter—he sits with his legs stretched out, the machine in his lap, a bunch of cigarettes by his side, and types out his stuff at the speed of

machine-gun fire and with as much staccato noise—and he will send back pictures that grip the interest and little stories that stir the heart.

After this "trick" in the Far East is done he will continue around the world making about a two years' trip of it. On his return he plans to build a home somewhere on Long Island and gather together the odds and

(Continued on page 55)

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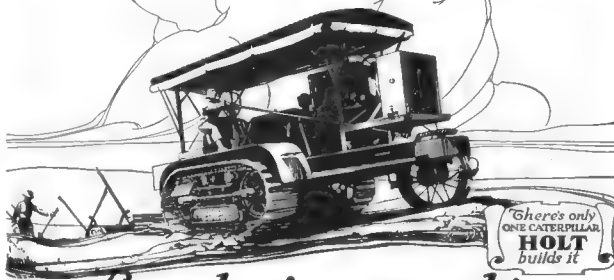
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## DONALD THOMPSON

(Continued from page 53)

ends, the curios and relics and mementoes, the caches and the loot of eleven years of globe-trotting. And he wants this home to be the rendezvous of good fellows of his own choosing—where it's always fair weather.

For he is the sort who will give the shirt off his back to a friend—and also the sort who never forgets the man who did him a nasty turn, the man who double-crossed him.

He has seen a large part of this globe's surface and yet he will always find new events and new figures to transfer to his films. The war has ended, peace signed, the troops have gone home, and order restored to the uneasy, troubled countries of Europe.

But the world moves, there will be new figures on the stage and new events to pulse along the cable and crackle over the wireless. And some morning, in the headlines as he sits at breakfast, he will sense the portent of coming trouble, of mighty happenings as yet only vaguely foreshadowed and will leap for his camera cases, his dufflebag and his battered portmanteau—and then he will be off to pastures new. For the love of the game is the breath of his life and the game will draw him ever on—wherever there is action, wherever there is the romance of adventure.

### Tells Japanese of Need of Fighting Vicious Propaganda

John Foord, Secretary American Asiatic Society, Speaker at a Luncheon at Tokyo Bankers' Club.

At a luncheon given by a number of foreign residents of Tokyo as a good-bye to Dr. Clay MacCauley, who leaves Japan after 31 years' residence in that country, and to greet John Foord, secretary of the American Asiatic Association of New York, the need of forceful opposition to the anti-Japanese propaganda in America was particularly urged by the latter.

In stressing the need for combatting these antagonistic forces, Mr. Foord said, according to reports in the Japan Advertiser:

#### Must Fight Anti-Japanism

"This is no time for genial generalities. The present situation is too serious to be dealt with in vague platitudes about international friendship. We must come down to the facts and deal with them as we find them. I cannot impress too strongly on you gentlemen, who are here on the ground, the necessity for fighting the unceasing, unsleeping anti-Japanese propaganda that is being spread in

America. Those who are interested in spreading this propaganda will make use of any tale that fits their purposes. It is up to us to follow these stories down, to find their origin, and to try to correct them."

Mr. Foord cited as an example of the kind of propaganda he meant a recent publication, Stoddard's "The Rising Tide of Color," which, he said, contained a most vicious attack on the Japanese. This kind of propaganda, he said, is being used as the stock in trade of cheap politicians on the Pacific Coast, but the fact that such politicians used it showed that there was a popular reception of such stories and only emphasized the need of making the real facts known.

#### Will Write Series of Articles

He said that he was in Japan to write a series of articles for the New York Times and that through this channel he would do his best to fight anti-Japanism in the United States. He spoke of an interview he had already obtained from Premier Hara, and expressed the wish that the business men of Japan would help to collect data which will show the people of the United States the grounds for a confidence in the financial, economic

and industrial stability of Japan. Toward such material, at least, he said, the American people have open minds.

Mr. Foord also spoke of his long association with things Oriental, although this is the first time he has visited the Far East. "I have, however, been in intellectual touch with Japan for nearly as many years as Doctor MacCauley has lived here," he said. "I have been furnishing 'copy' on the Orient for a quarter of a century and have come to be regarded as an authority in the Far East, although I have never been here before—which is not an uncommon thing.

"I have found that it has not been necessary to come to Japan to make friends among the Japanese. Sixteen years ago I knew a young Japanese naval officer in Washington, then Commander Takeshita, who now sits before me as Vice-Admiral Takeshita. I can remember how he and I used to celebrate together in Washington when the news came to Washington of Japanese victories in Manchuria. I can remember how in the old Japanese Legation in Washington we celebrated rather riotously, in the days before there was prohibition in the United States."



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## PUT YOURSELF IN HIS PLACE

(Continued from page 16)

and impotent. The charge is made that the Chinese Congress is controlled by the Anfu Club and the Anfu Club is controlled by the Japanese. I was advised to get out of China with reasonable speed because the Japanese influence was about to drive President Hsu Hsi Chang out of office and put another, more amenable to Japanese purposes, in his place. A Honolulu newspaper of the tenth said that the revolution had begun, and the newspaper used the name of the very man ticketed, I was told, to succeed the President. Nevertheless, I remain a friend of Japan. If men abandoned their friends because they made mistakes, what would become of friendship?

I remain profoundly sympathetic to Japan, which country faces one of the most complex problems conceivable, the sound solution of which involves not only her future but the peace of the world. I am not convinced that she is moved by unsound or unworthy motives. Her danger lies in her militarists. If she is led by them, as Germany was, she will fail disastrously and in much the same way that Germany failed. If she follows her Shibusawas and her Kenekos—and she has none too many of them, nor has any people—she will win morally and win finally.

Meantime, it should be our part to help as we can a sorely burdened people; to be patient; to ascertain the truth and not be rushed by demagogues. I do not believe in any theories of assimilation, here or there; we shall start right if we frankly recognize the impossibility of that. The militarists and the yellow press of Japan—a press so yellow that it makes our yellows look like snowflakes—insist that we are a militaristic people; that we intend to annex Asia. Remember, there is no public opinion in Japan as we understand it, nor, as we understand it, a free press. The material for a conflagration exists there, and it is very inflammable in spots.

If we are to help Japan in the achievement of her high destiny to which we summoned her in 1854, if we are to utilize a proper share of the business opportunities that lie in the East, we must have a *definite policy declared from Washington and adhered to*. We must not, for example, adopt dollar diplomacy today, abandon it tomorrow, and try to re-establish it the day following.

If we stand for the Open Door, we must stand for it, and at least be intelligent enough to know when the door has been slammed shut.

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(Continued from page 56)

## DEATH TAKES NOTED ARCHITECT

Dr. Josiah Conder, for 44 Years a Resident of Japan, Designer of Government Public Buildings and Famous as Builder, Professor and Artist.

Dr. Josiah Conder, one of the best known representatives of the architectural profession in the Far East and one of the most distinguished members of the Tokyo foreign colony, died at his residence at 6 o'clock Monday evening.

Dr. Conder was one of the most highly respected members of the British community in Tokyo. When in 1916 the Tokyo branch of the Patriotic League of Britons Overseas was organized to co-ordinate the war work which had up till then been done by separate organizations, he was unanimously chosen its first Chairman of Committee, and his sympathetic leadership helped to make the League the success that it was. All through its career he remained an active member and scarcely missed a meeting until within the last few months, when he began to show signs of failing powers.

### Designed Imperial Palaces

He had lived in Japan for forty-four years, having been engaged as Professor of Architecture at the Imperial University and practicing architect of the Imperial Government Public Works Department in 1876. His active life, therefore, was contemporaneous with the rich period when men like Denning, Aston, Chamberlain, Brinkley—and later Hearn—and the other pioneers of Western knowledge in Japan were doing their finest work. He designed, and carried out several important public buildings, including two small palaces for Imperial Princes and the first buildings of the present Imperial University.

In 1881 he was appointed consulting architect to the Imperial Palace Building Bureau and in 1884 he was attached to the Daiyo Kenan office to investigate matters connected with the building of the new public offices on the Hibiya Parade Ground.

### Received Official Recognition

He served that office and carried out the construction of the new Ministry of Marine, assisting generally upon the construction of other buildings designed abroad. On the Kenchiku Kioku being absorbed by the Naimusho, he joined that department, with which he remained up to the time of his death; also holding a life pension from the Imperial Government, and the post of Honorary Adviser to the Naimusho.

(Continued on page 58)

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### His Avocation Was Art

Dr. Conder's paramount interest apart from his profession was art. His books on "Landscape Gardening in Japan," "The Floral Art of Japan" and "Paintings and Studies by Kyo-sai" are well known. The work on landscape gardening is a classic and has been quoted in almost every study of the subject. This interest in art was maintained until the close. One of the last articles which Dr. Conder wrote was a critique introducing to the readers of this paper the remarkable work of Mr. Pritchard, whose undersea paintings were exhibited here last year. He served on the jury on the selection of Japanese art exhibits for the first American exhibition held in Chicago, and together with Mr. Ione Tatsuzo, represented Japanese architects at the World's Fair in Chicago.

Dr. Conder has one brother surviving him, Mr. Reimer Conder, a barrister-at-law, living in London. Two sisters also survive him: Miss M. Conder and Miss H. L. Conder, the latter well known for landscape and portrait painting.

### Japanese Phonograph Company Shows Profits

The Nipponophone Company, manufacturers of graphophones, at a meeting Wednesday declared a total dividend in stock shares and cash of 60 per cent for the half-year. The capital stock was doubled by the issue of 21,000 new shares of a par value of 50 yen each.

The profits of the concern for the six months amounted to 759,682.97 yen which, added to the surplus, brought forward from the previous half-year period, brought the total profit up to 778,547 yen. This total profit, according to profit and loss statement, just issued and signed by the president of the company, Mr. J. R. Geary, was distributed as follows: Legal reserve, 5 per cent of the net profits, 39,000 yen; pension fund for employes, 10,000 yen; reserve for taxes, 50,000 yen; cash dividend at the rate of 20 per cent per annum, 102,500 yen; special reserve fund, 525,000 yen; bonus to directors, 15,000 yen, and surplus carried to the next term, 37,047.86 yen.

The introduction of the first motor vehicle into West China by a missionary produced a sensation in Szechuan a short while ago, according to reports of passengers on the Shinyo Maru. The Rev. James M. Yard of the Methodist Mission in Chengtu,

(Continued on Page 60)



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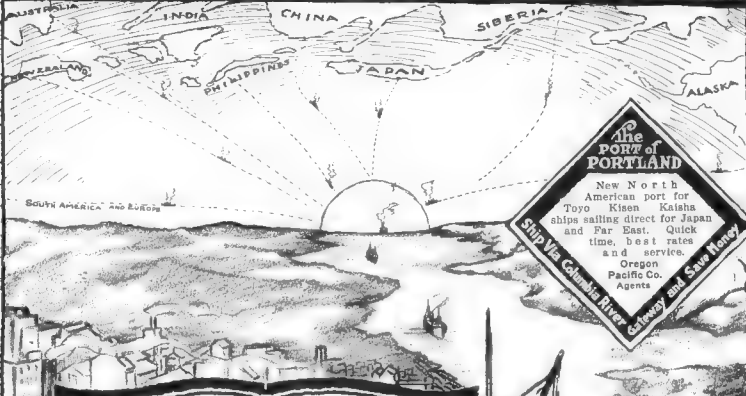
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INTERNATIONAL COMMERCE  
AND TRADE NOTES

(Continued from page 58)

who recently returned from furlough, brought with him a motorcycle, the gift of friends in America. It is the first thing on wheels to go west of Hankow, and Mr. Yard has spent most of his time demonstrating it to schools and civic bodies in the provincial capital. One day all the newspaper men of Chengtu gathered to see it, and the missionary says that it has given him more publicity than all the usual work which he has done in that city. With the publicity goes a liberal amount of thrill, as might be expected in navigating the first motor vehicle through the narrow streets of a Chinese city. In fact, the only comfortable place for riding so far discovered by Mr. Yard has been on top of the city wall.

Japanese Hello Girls Will Preside in  
Former German Club at  
Yokohama

Announcement has just been made that the former German Club in Yokohama is to be sold to the Department of Communication, and in a short time work is to begin on the construction of a new telephone exchange for the city of Yokohama. The government is also considering the purchase of the waterworks office, which is near the German Club, to use the two properties for the new telephone building.

What was once the German social center of Yokohama will become a scene of much activity in the near future, but in place of German beer parties, several hello girls will be busy attending to telephone calls.

The building occupies a large lot, and the price to be paid by the government for the land and buildings is 220,000 yen. The waterworks office occupies 400 tatso of ground. The purchase price is considered low, but the fact that the government is purchaser and that the property is to be used for a telephone building had much weight with the municipal authorities during the negotiations.

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**INTERNATIONAL COMMERCE AND  
TRADE NOTES**

(Continued from page 60)

**New Type Motor Car Produced in  
Japan**

A new type of motor car seating only three persons, and adapted to the roads of Tokyo and the country districts, is now being manufactured in Japan. This car, to be known as the Kyokuto Light Weight Car, is the product of the Far Eastern Automobile and Engineering Company, Ltd.

The makers claim that the chief characteristic of this new motor, as its name indicates, is its light weight, which means a low gasoline and oil consumption, added life to tires, and greater facility in driving over the bad roads of Japan.

The specification of the Kyokuto are as follows: The motor is a 12 H. P. De Luxe imported engine. It is of the two cylinder air cooled I head V type, and is fitted with a cooling fan, Bosch magneto ignition generator, six battery and Schebler carburetor. The clutch and three-speed transmission are incorporated in the same unit, driving through a single universal joint shaft to the rear axle, which is of the semi-floating type. There are two sets of brakes, one operating on the rear wheel drums and one in the transmission. The vanadium steel springs are of the semi-cantilever type all round. The petrol is carried in a tank under the cowl and is fed by gravity. The oil is carried in the crankcase but there is an auxiliary oil tank with a pump similar to the usual motor cycle construction.

The body accommodates three passengers, the driver sitting alone in front and two on the rear seat. One door serves both compartments as in the American sport models. The upholstery is of leather with hair stuffing and coil spring seats.

The equipment consists of top, windshield, electric lights, and horn; 28 x 3 inch wire wheels are supplied.

During the past two months K. Okura, known as the "Japanese paper king," and his secretary, M. Yamano, have been making a survey of the American paper industry and other enterprises in the United States, and sailed for Tokyo on the Siberia Maru, accompanied by T. Kobayashi, managing editor of the *Japanese American Daily Newspaper* of San Francisco.

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**Harry Silberman**

Well known in business circles from a long connection in the steel export trade, Harry Silberman, Jr., and family returned to San Francisco via Siberia Maru on one of his regular trips. He states that conditions in Japan are gradually adjusting themselves.

**General N. Khrabroff**

Traveling for six nights on sleds through the snow and sleeping by day to escape being captured by the Bolsheviks, Lieutenant-General N. Khrabroff of the former Russian army and a member of the Paris Peace Conference, accompanied by his wife, arrived here from Japan on the steamer Tenyo Maru, the only survivors of a party of 400 that attempted to make their way from Irkutsk to Harbin. General Khrabroff left New York last year and has traveled over Russia with his wife making observations.

General Khrabroff is en route to Washington to report the finding of conditions in his country to the Russian Government officials in Washington.

**New Steel Plant Opened in Japan**

A new plant for manufacturing thick steel plate has just been completed for the Imperial Steel Works at Yawata, Kyushu. The cost of the works amounted to 4,000,000 yen. The capacity of the plant is 100,000 tons of steel plate per month, and plates as large as sixty feet long and eleven feet wide can be manufactured. This is the first time that steel plate of this size has been manufactured in Japan and it is considered a step forward in national defense. The new plant is the largest in the Orient and is considered one of the six greatest steel plants in the world.

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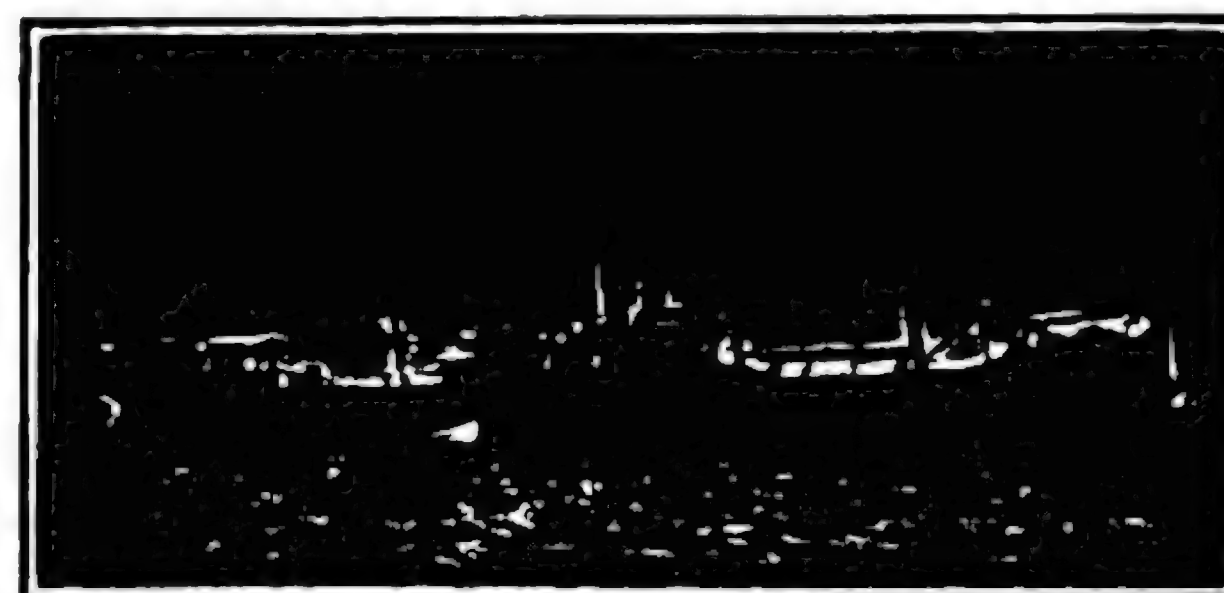
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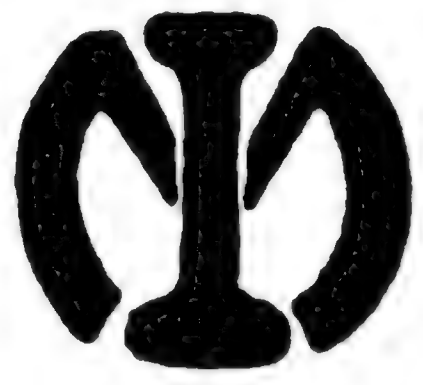
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On these lines vessels of the standard 8,800 deadweight ton type are used, which are designed particularly for this trade. These at present are Choyo Maru and Koyo Maru.

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In connection with the trans-Pacific service to North America, Toyo Kisen Kaisha also operates a line of steamers from Hongkong to Valparaiso (South America), via Moji, Kobe, Yokohama, Honolulu, San Francisco, San Pedro (Los Angeles), Salina Cruz, Balboa (Ancon), Callao, Arica and Iquiqui. This is the longest regular service in operation by any Japanese steamship line touching American ports.

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In addition to these, eleven new vessels are now under construction, for delivery before December 31, 1920. Of these three will be as large as the Anyo Maru but better equipped for both passengers and freight. The eight others will be of the standard 8,800 deadweight ton type, the same as the Choyo Maru and Koyo Maru.

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The headquarters of Toyo Kisen Kaisha is at Tokyo, the general offices at Yokohama, with branch offices in the leading Oriental ports. The office in San Francisco is at 625 Market street and in New York at 165 Broadway.



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(Continued from page 68)

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(Continued from page 60)

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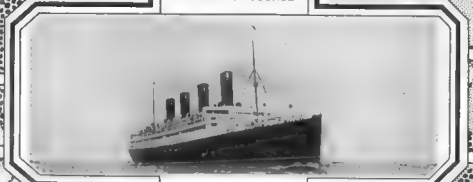
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